



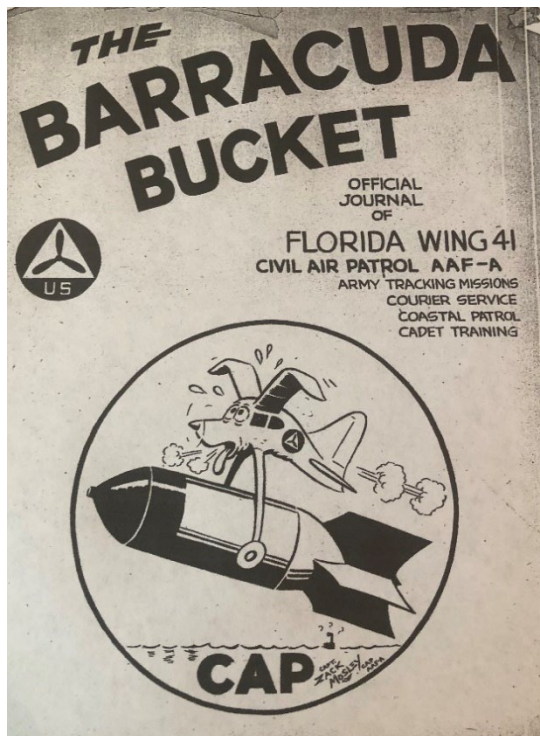
Civil Air Patrol Florida Wing

Wing Headquarters: 4040 Crossfield Way, Lakeland, FL 33811



Historical Archive Project 2024

Volume 1: Florida Wing Newsletters, 1941 to 1964



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FLWG Historian, 2016-2018

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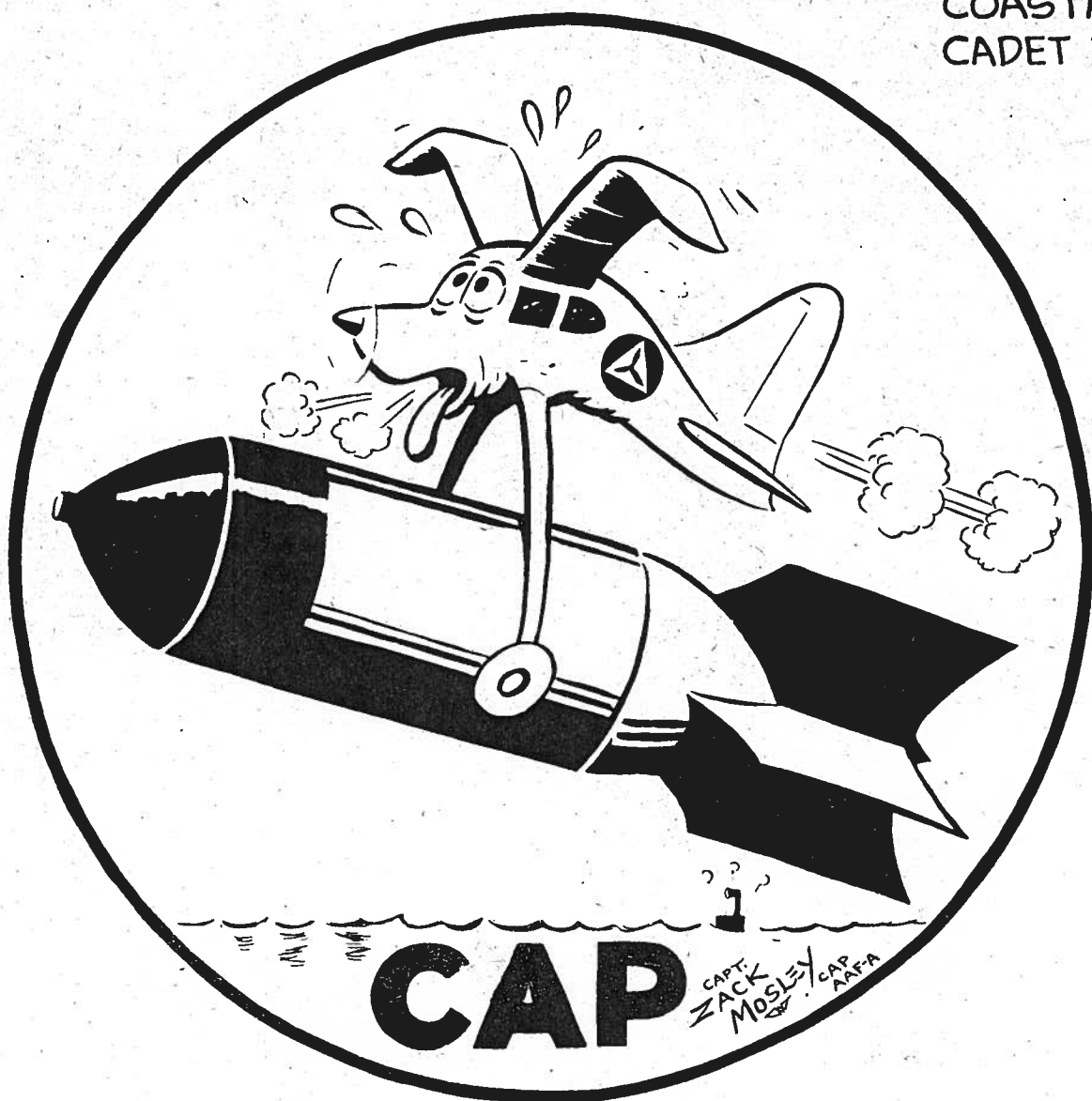
THE BARRACUDA BUCKET



OFFICIAL
JOURNAL
OF

FLORIDA WING 41
CIVIL AIR PATROL AAF-A

ARMY TRACKING MISSIONS
COURIER SERVICE
COASTAL PATROL
CADET TRAINING



Henry Gets Florida CAP Initiation

by Henry McLemore

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Courtesy of The Palm Beach Times

WEST PALM BEACH—I doff my cap to the CAP. In fact, I almost wish I were a two-headed calf and had two caps to doff to the CAP.

I didn't feel this way until two hours ago when I completed a trip from Daytona Beach to a base near West Palm Beach with two Civil Air Patrol captains. They came up and brought me down so I could do a few stories on what is the old man's branch of the Air Service.

Before I go any further, let me tell you that I have never met fliers for whom I have more admiration, and that goes for the hot fighter pilots I have watched take off for sweeps over France and Germany and the bomber boys who tool the giant Fortresses in the face of enemy flak and fighters.

The two CAP captains, Zack Mosley and Art Keil, brought me down in a ship that looked as if it were on lease-lend from the Smithsonian Institute. I wouldn't be at all surprised, in fact, if its motor wasn't stolen from Eli Whitney's cotton gin. Yet this crate, this fugitive from a salvage drive, is the pride of the coastal patrol base near here from which they operate.

We took off from a military base and the kids there couldn't help but laugh as we taxied to the line between rows of modern dive-bombers and pursuit planes. Sold at auction, the CAP ship wouldn't bring enough to buy the instrument panel on any of the ships we wheeled and coughed along between getting to the runway. Its own instrument panel would make the face of a Mickey Mouse watch seem complicated, and the few dismal little instruments on the dashboard didn't work. The air speed indicator showed eight miles per hour as we were airborne and 210 when we cleared a pine thicket so closely that I could have robbed a sparrow's nest had I chosen to.

Captains Keil and Mosley, who have been flying this ship and others much more dilapidated for a year and a half, could not understand my alarm when we approached it on the ramp. But to a man who only recently came back from England with the absolute last word in military airplanes, this rag, a bone and a hank of hair was a tremendous shock. It was tied down, to start with. Not that anyone would ever want to steal it, but the prop-wash of any of the planes parked around it would blow it into the air by itself. They assured me that while quite a few of the accessories were not in working order, they were positive that the mighty 90-horsepower motor would operate and that the wings would stay on—provided we steered around bad weather.

"After all," they said, "we have been flying this ship on anti-submarine patrol

hundreds of hours and with a much heavier load than we have today."

As we taxied to the line, Capt. Mosley, who draws another daredevil of the air, "Smiling Jack," was at the controls and Capt. Keil at the repairs. Keil tied some mysterious strings together, put on some earphones that didn't work and manually held a ventilator closed. It was the only plane I ever was in that underwent repairs while taxiing to take off.

We came down as the crow flies, but we didn't beat any crows who were following the same flight plan. We had an exciting race with a pelican near Fort Pierce and were proudly holding our own until the pelican changed his prop-pitch and left us as if we were standing still. Two seagulls buzzed us, but we were more maneuverable and we turned inside of them.

It was consoling to have Mosley at the controls. He has proved with "Smiling Jack" that there is nothing too tough for a pilot. Also, being the creator of "Smiling Jack," I knew that even if we had to make a forced landing in the scrub or on one of the little islands along the coast, a red-hot lil' de-icer like Joy or Cindy would be there in a sarong to greet us. And I am the sort of man who will make a crash landing for the opportunity to make a flying tackle at a coral princess.

When we landed, a group of CAPs were taking off on a routine flight. Out over the sea they disappeared, flying planes that made ours look like a luxury liner in comparison. Any time you want to sing a song to some unsung heroes, lift your voices to these middle-aged men, all volunteers, who are doing a hazardous job with equipment that would make Pratt and Whitney have gooseflesh that Douglas could see all the way from California.

I, one of the few civilians ever given permission to go on a CAP patrol, had to be given the information that anyone who rides in a single-motored jalopy over the ocean must have. I can tell you now there is no better eye-opener in the world than this information. I have tried raw eggs and Worcestershire in my times, as well as some of the pelt of the pooch that bit me, but nothing ever opened my eyes as fast or as completely as when Major Ike Vermilya, base commander, handed me a yellow canvas bag that looked like a valise and asked, "Can you work this?"

I told him my wife always did the packing at my house, but I could make a stab at putting in it whatever he wanted.

"That's the life raft," he said. "As an observer it is your responsibility, in case you are forced down in the ocean, to get out of the ship and launch the raft."

I am a dull fellow as a rule, but I mastered the intricacies of that raft in nothing flat. If they had taught life-raft launching in school, I would have been valedictorian of my class.

As a matter of fact, I came close to

telling Major Vermilya that I didn't need any instructions. Telling me how to operate that life raft was like telling a fellow how to pull his foot out of a fire. Then I got instructions on how to operate my Mae West, which as you know is the proper name for a flier's life jacket.

Then I was instructed on the use of the shark knife which was attached to my Mae West. While I was practicing slashes with my knife at imaginary sharks, the Major told me what to do with my sea marker, which is a little packet of powder, also attached to the Mae West. When you release this, it stains a vivid green and rescue parties can tell that you were in that vicinity not long before.

All the time I was getting my lesson my pilot was watching me to see how well I learned. You couldn't blame him, because to take me along he was leaving behind a thousand-hour observer who undoubtedly could launch a raft, kill sharks and leave the green calling card in less time than it would take me to yell "What do I do now? I've forgotten everything they have told me."

The sun was just saying good morning to the horizon when the pilot gave the little Stinson Voyager the gun and we skimmed the tops of the palmettos and then the scrub pines. A few minutes later the coast of Florida was behind us and we were over the sea. The Civil Air Patrol pilot switched off the running lights and we began to "walk" our beat. Our beat was a certain number of miles of the Atlantic Ocean and our job was to inspect it and police it for everything over it, on it and under it.

As an unqualified observer, being perhaps the first civilian to fly a patrol with the CAP, I was strictly on the lookout for submarines and nothing else. My pilot, Capt. Art Keil, soon corrected me on this score. While submarines are the major quarry of the CAP, it overlooks nothing else.

The Captain turned my stomach inside-out five or six times with wing-overs to swoop down to ripple height to take a look at driftwood. He wanted to determine whether or not the driftwood was just driftwood or whether or not it was a bit of a lifeboat or something knocked off the superstructure of a wrecked ship. Nothing was too unimportant for us to study. We hovered over the wrecks of ships to see that their markers were still in place. We examined oil slicks to make certain that the oil came from the hold of the known wreck and not from some lurking sub. We found a partially submerged lifeboat and led a near-by fishing smack to it, so she could take it in tow. The Navy wants such things.

When we flew high, our sister patrol ship flew low and vice versa, thus enabling our patrol to have two perspectives at all times. The CAP now works in pairs. There

was a time when these little 90-horsepower single-engine landplanes worked over the sea alone. It soon became obvious that this was too dangerous. To show you how quickly these tiny sport planes go down at sea, the CAP personnel is trained to abandon ship in less than 15 seconds. Traveling in pairs makes it possible for the surviving ship to send a radio call for assistance, drop extra life rafts and stand by to lead surface craft to the spot.

This must be remembered about the CAP: whereas the Army and Navy fliers are daily getting improved models of everything, the CAP material is going downhill. It is using all pre-Pearl Harbor equipment, and there are no replacements available. Planes that were built to fly 200 hours a year already have flown more than a thousand. The fact that these planes are still in the air and aiding tremendously in the winning of the Battle of the Atlantic is a great tribute to the volunteer CAP engineers and mechanics who keep them flying.

To fully appreciate the CAP you must go on a patrol and fly out there over the ocean. In spite of the ever-present danger the thing that bothers the CAP boys now is monotony. There was a time when hell was popping all up and down the coast. As my pilot said after we had scanned the ocean four hours, "It's pretty tiresome work, isn't it?" I agreed, but I couldn't help thinking how much the fact that the work had become monotonous reflected credit on the CAP and the part it had played in making a hellish job monotonous.

When we came in after patrolling our beat, I felt like sending the national commander of the outfit, Col. Earle L. Johnson, a wire telling him what he already must know—that when he thought up the idea of the CAP he did his country a magnificent service.

Sarasota . . .

The squadron ranks have been depleted from 72 to 26 active members due to service with and in the armed forces. This squadron has furnished 36 civilian flight instructors. They have 40 cadets, however, three of whom already are ACER and five of whom are taking the ACER qualifying test this week. They are being instructed by senior CAP members in navigation, meteorology and other ground school subjects two nights a week in their new quarters in the Youth Center building.

One of the CAP members has purchased the Municipal Airport so things are looking up for the squadron. They have several boys anxious to take flight training. When arrangements are completed with CAA to allow them to do so (they are under age but this is to be waived) lots of new cadet recruits are expected.

Lt. H. H. Smith, commander of the squadron, is reported to have been seriously ill for several weeks but now is back on the job and much more squadron activity can be expected.

Polk County . . .

Airport To Be Base

The Polk County Squadron has received permission of the Winter Haven City Commissioners to use the Dr. R. E. Gilbert Airport as a squadron base. This airport is improved with paved runways and will open up wonderful opportunities to the squadron. The squadron is anxiously awaiting formal release by the Army Air Forces and Interdepartmental Air Traffic Control Board before activating the airport.

Link Trainers Shown

Several members of the Polk County Squadron recently took advantage of a chance to inspect the Link Training department of Hendricks Field, Sebring. All members were given about 30 minutes of time in the trainers and are hoping that they will have another opportunity in the near future to visit the department again.

Sgt. Pilot Jack Stephenson has returned from a B-17 trip to Fort Worth, Texas, with Capt. Trehorne, B-17 instructor at Hendricks Field who was at Pearl Harbor on the disastrous December 7.

Cadets Organized

Polk County Squadron has organized two flights of Civil Air Patrol cadets, one flight in Winter Haven and one in Lakeland. Training programs for both flights are well under way.

Both flights have approximately 25 members.

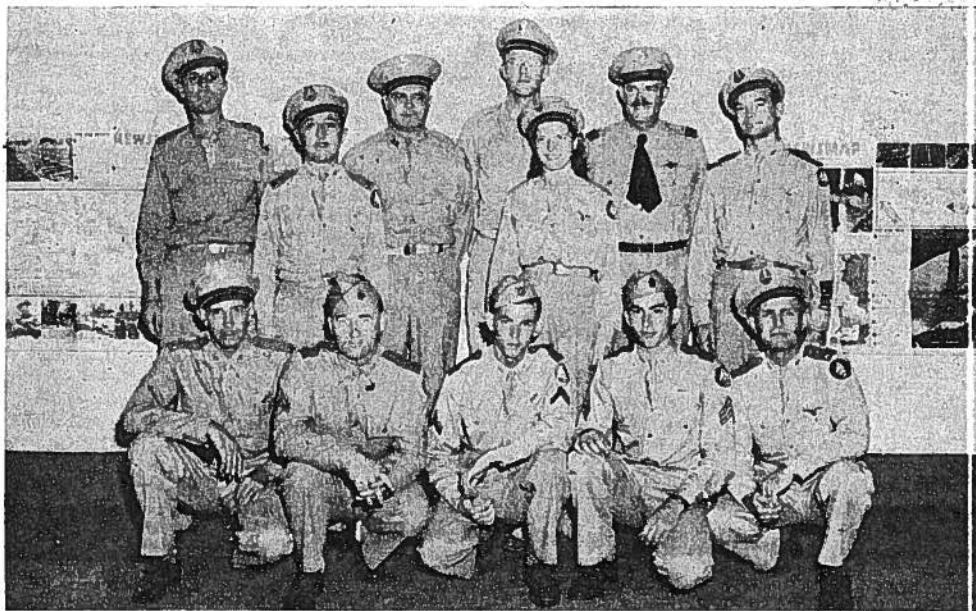
In addition to the basic training, the Winter Haven CAPC flight is being given a course in firearms by Sgt. Kenneth Recker of Civil Air Patrol, Polk County Squadron. The Lakeland flight of CAPC is taking a course in air navigation and when completed should be able to pass the CAA examination on Navigation.

Lakeland Has School

The Lakeland Army Air Field is conducting a training school that is compulsory for all officers on the base below the rank of major. These classes have been opened to the officers of the Polk County Squadron of Civil Air Patrol. The classes are held one hour each week and will last for 25 weeks. Each class is conducted by a different officer who is best qualified to instruct the particular subject. Those subjects already given are: "Organization of the Army" and "Military Courtesy and Customs of the Service." Needless to say, the staff personnel of the Polk County Squadron is attending.

Duck Soup

A bizarre but practical mission has been flown by the California Wing to protect the rice crop in the San Joaquin Valley against the depredations of wild ducks and geese. On approaching duck areas, the CAP fliers drop practice hand grenades furnished by the Army. Then they circle back and forth to keep the ducks headed in the direction of a feeding area.



Polk and Tampa workers of Aviation Cadet Recruiting Drive carried on jointly between the Tampa Squadron and Polk County Squadron were dinner guests of the Rotary Club in Lakeland at a special Civil Air Patrol program. Capt. Zack Mosley was special guest of the occasion and he introduced the speaker, Capt. Charles Baughan of the RAF. Left to right, front row: Lt. Jim Hussey, Polk County Squadron Intelligence Officer; Cpl. J. B. Herrington, Polk County Squadron; Cpl. Walter Gibson, Polk County Squadron; Sgt. Bobby Olive, Polk County Squadron; Lt. H. S. McClamma, Squadron Commander, Polk County Squadron. Back row: Lt. Eugene Elkes, Squadron Commander, Tampa Squadron; Lt. Russell North, Executive Officer, Polk County Squadron; Capt. E. Hughes, President of Aviation Cadet Examining Board, Tampa; Capt. William M. Hart, Provost Marshal, Lakeland Army Air Field; Lt. Ruth Clifford, Adjutant, Polk County Squadron; Capt. Charles Baughan, RAF; Capt. Zack Mosley.

Barracuda Bucket

Official publication of Florida Wing 41, Civil Air Patrol. Address all communications to *The Barracuda Bucket*, Florida Wing 41, CAP, 115 Court House, West Palm Beach, Florida.

Major Richard P. Robbins
Commanding Officer

Your Publication

This is your publication. It wants to tell news about you.

If you get left out, it's going to be your fault.

The fact that publication of this sheet would be started in December was announced to all Florida squadrons, and a deadline for receiving copy and pictures was fixed. Only five squadrons responded with anything at all, one by long distance telephone at the last minute, through no fault of its own. Miami, Jacksonville and Palm Beach County had plenty of pictures and copy, while smaller units came through with what was available. Tampa and Orlando aren't represented because they did not get anything in. Palm Beach County even arranged for us to re-print Columnist Henry McLemore's flattering and humorous report on the Florida CAP work.

We can't guarantee publication of all material that is sent in, but we do guarantee we want to look at it. Sometimes copy that is held over from one issue can go into the next, and sometimes, probably, there won't be enough stuff to fill.

But the only sure way to get proper credit for your squadron in this publication is to send the material in as fast as it develops. If you can't do any better, send newspaper clippings on what you've been doing, but we prefer original material. Appoint some one person in your squadron to take care of this.

If you've got something about CAP on your chest that you'd like to get off, send it in. If your squadron has done an especially good job in any one phase, tell us about it. Send information about the personal activities of squadron members. Send CAP jokes—only keep 'em clean.

Send everything you can offer.

Letters to Editor

Editor, The Barracuda Bucket:

Your publication gets lousier every issue. Why don't you give us some pictures of bathing girls, leg art and all that sort of thing? You started out like a wet dish rag and have been deteriorating ever since.

Editor's Note: Ain't you the ribber? You know this is the first issue of The Barracuda Bucket. And if you want leg art, whyncha send us some?



Anniversary Message

TO THE MEMBERS AND CADETS OF CIVIL AIR PATROL:

As our organization begins its third year of service, the outlook for CAP is more favorable than at any time since we began. The past year has marked the transition to our new status as an auxiliary of the Army Air Forces so that our efforts are now concentrated on rendering the most practical assistance we can to the Air Forces around the world.

The most direct aid we can give them is to see that the quotas of air crew recruits are filled each month with keen young men from every corner of the country. Hence the recruiting of Aviation Cadets was the first big job the Army gave us after we became an auxiliary. When this work started, you were advised that the further usefulness of CAP would be judged very largely on performance of this major assignment. What the Army thinks of the results will now be made evident to every unit in a very tangible way.

I am happy to announce that 288 Army aircraft of the liaison type are being turned over to CAP for distribution among the 48 Wings. This week, 110 Taylorcraft L-3s are being delivered to CAP. Every Wing is getting at least two out of this first shipment. Additional Taylorcrafts and Aeroncas will be distributed. The number sent to each Wing will depend upon CAP membership and activity. These brand new planes are to be used in the furtherance of CAP's Aviation Cadet recruiting activities.

For the long pull, the most important aid we can give to recruiting will be the CAP Cadet program in which young men of 15 and 16 will be made ready for the mental and physical examinations at 17 and will continue their CAP training for another year, as members of the Air Corps Enlisted Reserve, before they are called to active duty at 18. The merit of the CAP Cadet program is fully recognized and you will hear a great deal more about it in the weeks to come.

CAP's flying activities also are undergoing expansion in order that our planes

Jacksonville CAP Thumbnail Sketches

Lt. E. D. Gregory, CAP 4-1-997, 39 years old, has private license. He was president and general manager of the Philadelphia-Detroit Motor Lines prior to Pearl Harbor, after which the government bought out his entire business. Lt. Gregory has been donating his full time to Civil Air Patrol since being made squadron commander and can be found on duty any time during daylight hours at CAP airport in Jacksonville. Other qualifications of the popular commander are: dairyman (owner and manager), auto mechanic and designer and builder of special truck equipment.

Lt. Owen W. Allen, CAP 4-1-367, 49 years old, has private license. Lt. Allen served his country in the First World War as a U. S. Navy radio operator during 1917-19. He is an electrician by profession and has photography as his hobby. Lt. Allen has been very active in CAP since its beginning. He has served as executive officer of the Jacksonville outfit since its early beginning and has served the group well

under several commanding officers. He is very popular with all and has missed but one meeting since the start of CAP. He has never missed a regular or special meeting of the staff.

Lt. Frank Winchell, CAP 4-1-740, 40 years old, is not a flyer but has been actively engaged in the promotion of aviation since 1932. In civilian life he is manager of the Jacksonville Tourist and Convention Bureau, to which office he was recently reengaged for another year. Lt. Winchell has been intelligence officer of the Jacksonville outfit since the beginning of CAP and served 38 days on active coastal patrol duty at Daytona Beach as assistant intelligence officer of that squadron. Lt. Winchell was commissioned in CAP in October, 1942, with the first group honored throughout the United States. Profession is promotional and publicity work.

Second Lt. William V. Barlow, CAP 4-1-1549, 45 years old, squadron adjutant, is in business for himself and is a success-

ful man of years standing in the community. His professional skill includes such items as management, sales, land development and organization. Lt. Barlow is not a flyer but is an aviation enthusiast and has been very active in the affairs of the Jacksonville squadron since his enlistment.

Second Lt. Harold W. Ashley, CAP 4-1-1082, 33 years old, has private license. In civilian life he is assistant manager of Peaslee-Gaulbert Company and president of the Jacksonville Junior Chamber of Commerce. Lt. Ashley has lived in Jacksonville many years and is well liked in civic and social circles. He enjoys the reputation around Jacksonville of being a young man with much on the ball and he has never failed in any assignment. He is the type of person that does a job to be done *now*. Ashley is an excellent salesman, a gifted public speaker and a wizard at amateur photography. As training officer, Jacksonville Squadron, he has done a magnificent job in having qualified instructors at all



Jacksonville aviation cadets and CAP staff officers (U. S. AAF Photo)

and pilots may be of maximum service in relieving military equipment and air crews for combat duty. Some shifts in our flying assignments have taken place. CAP operating bases are now being set up on the West Coast where we could not fly hitherto. New bases soon will be activated in other areas.

From all areas, we are informed that the closest cooperation is being maintained between units of the Army Air Forces and CAP. Strength reports and the great volume of CAP enlistments which are coming in show that the organization is in sound condition and is bigger than ever before. All this has been made possible by the loyalty of the members in every community. As we work together into another year in this spirit, I hope our next anniversary will find us closer to the end of the war and to the peacetime developments in aviation for which all of you are paving the way.

EARLE L. JOHNSON, *National Commander.*

regular meetings and his work on the aviation cadet program has helped greatly in the success of the cadet training program in Jacksonville.

Second Lt. C. Albert Kimbel, CAP, 4-1-929, 43 years old, has private license. For the last 12 years Lt. Kimbel has been associated with the Alfred I duPont interests in Florida as accountant and auditor and first assistant to comptroller. His long years of experience in financial circles make him an ideal finance officer for the squadron.

Miami Cadets Write Own Reports

Just eight months ago, Douglas McGoon, then a junior in high school, first started his flying training. He is now the proud possessor of a pilot's license. This young fellow is only 17 years of age. He studied celestial navigation at Embry-Riddle in Miami and took flight lessons from Commander S. Stephens at Miami Opa-Locka Naval Air Station. To all the foregoing you can add his experience as an agent for the National Air Lines, where he worked last summer.

Through his proficiency in CAP class and military discipline, he is to be appointed squadron commander at Miami Edison High School. He is well on the road to success as a member of the Civil Air Patrol Cadets. Here's hoping that we may get more ambitious boys and girls to measure up and even to exceed Cadet McGoon's accomplishments.

PAULINE MOSER, CAP Cadet,
Miami Edison High School.

Comes Monday on the athletic field of Miami High and one can hear the powerful voice of Cadet Vincent E. Grimm, Jr., commanding, correcting or occasionally criticizing Flight Two of which he is in charge.

This slender, six-foot specimen enthusiastically praises the CAPC, being at all times ready to bring in new members, bodily if necessary! When asked why he decided to join, Vince became serious. "It's a great opportunity to become oriented with military life," he said, realizing that when he graduates in June it will be a race as to whether he enlist in the Air Corps before the draft board beckons!

Cadet Grimm intends to make military life a career, preferably in flying. For a hobby he has a keen interest in building model planes, the most recent attempt being a P-38. With great difficulty (he's so modest) we learned that this particular model has taken him two years and boasts all movable parts and controls. But Vincent shines especially when it comes to drilling, and woe be to he who falters in Flight Two under the watchful eye of Cadet Vincent E. Grimm, Jr.

CADET FRANCINE COHEN,
Miami Senior High School.

Remember the rapid beat of your heart and the tightening in your stomach as you watched that last parade? On Sunday, November 29, your emotions would have

played more havoc with you had you been present when the Miami CAP Cadets from six high schools marched in review for the senior members of the CAP organization. Such precision, such eagerness! These boys and girls of high school age marched in review with a military air very nearly as well as thousands of well-trained soldiers are doing all over the world.

Each member displayed the best ability he possessed in eagerness to work toward two beautiful trophies. One trophy is to be awarded to the school squadron which excels in scholastic subjects pertaining to flying, and the other trophy is to be awarded to the school squadron with the highest standing in military precision. To complete this review a spot inspection was held. Lt. Krause and three other members of the Miami CAP officers' staff walked through the ranks inspecting every minute detail for correctness.

These boys and girls are perfect examples of our up-and-coming youth and since that is what America's depends upon, we cannot fail.

BARBARA BASTIAN,
CAP Member.

Dance, Study, Work...

"Looks like a cirrocumulus cloud, if you ask me."

"Well, nobody asked you—I say it's an altocumulus."

"Don't tell me! I haven't been a CAP cadet over four weeks for nothing!"

And so goes a typical conversation on the lofty subject of meteorology, now being studied by CAP cadets under instruction of Lt. Bray, Miami. The aim of this course is to teach the fundamentals required for junior weather observers by the CAA examining board.

Girls Get Best Grades

"The boys will really have to do some studying to catch up with the grades made by the girls," said Lt. Bray when announcing the results of a meteorology test given November 15. Cadets Harmon, Brown and Corbitt rated highest of the girls, with Olesciwiez, Moser, Peters, Magwood, Robinson, Wood, Rucks and Sapp making above passing grades.

Of the boys who scored at least 26 out of 31 questions correctly answered, Cadets Meyers, Hopkins and Deckle received the highest grades.

Leaders Chosen Competitively

Section leaders were appointed by Lt. Krause, commanding officer of the Cadet Corps, on the basis of leadership and ability both in drill and classes.

There are: Section I, Douglas McGoon, assistant, Shirley Selwood; Section II, Fred Powell, assistant, Pauline Moser; Section III, John Rothwell, assistant, Carol Kartman; Section IV, Andrew W. Hopkins, Jr., assistant, Marcelle Dunton.



F/O Weinkle interviewing applicants in the Miami Cadet Headquarters Office

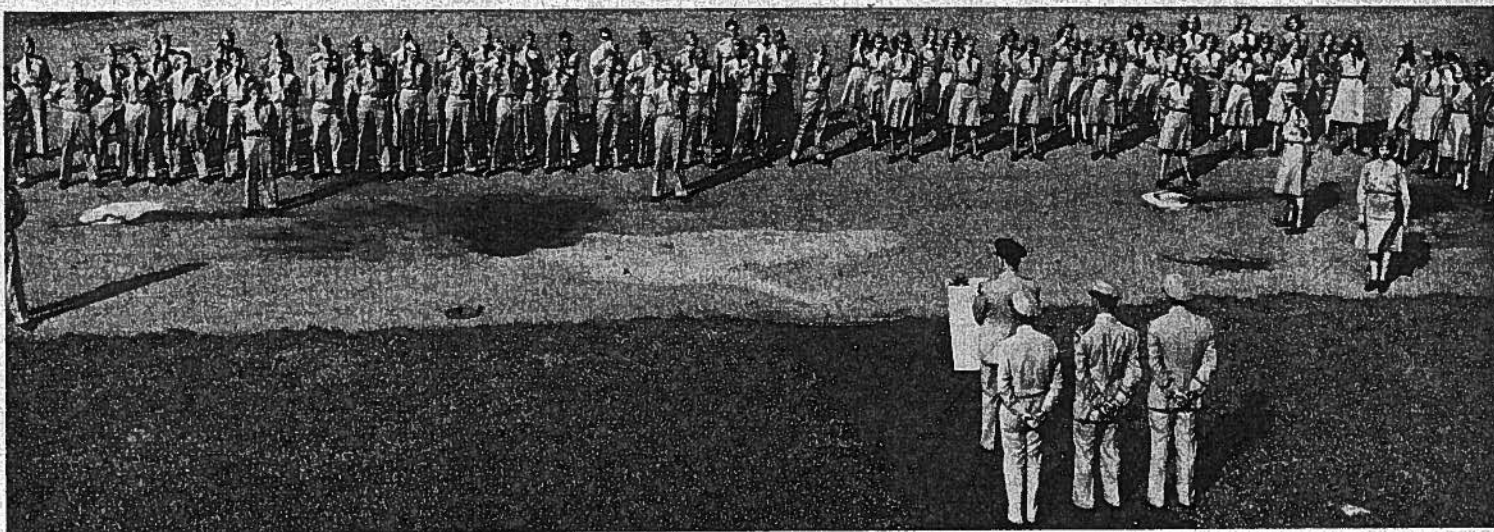
Two awards have been offered to encourage friendly rivalry between the cadets in the various high schools of the Miami area: the William Rubin award, a gold statue for most outstanding academic ratings; and a silver saber for excellence in military drill and discipline.

Not All Work and No Play

But all is not work in the CAP Cadet Corps; there are social "doings" also. A dance was given by the Senior Civil Air Patrol of Miami for all CAP cadets, their

friends and families at the Coral Gables Country Club December 3.

New Civil Air Patrol Cadet Squadron headquarters are on the seventh floor of the Seybold building, rooms 738-41, phone 3-3847. This office is to be the official center for general information, special night classes in aviation, under supervision of an authorized CAA instructor, and classes in radio theory, code and other related subjects. Here late-entering cadets will be given physical examinations and basic entrance tests.



Brig. Gen. Paul E. Burrows, Commanding General of the Foreign Division, Air Transport Command, England, addresses Palm Beach County CAP cadets at Lantana Base.
—Photo by McClellan

Fort Myers Built Airport

"The activities of the Fort Myers Squadron of the CAP have resulted in the training of 16 civilian instructors for nearby Army Primary Training schools and in interesting a large number of civilians in aviation," according to Lt. F. E. Forehand, squadron commander. A cadet organization was formed early in the year and 23 members participated in the activities, including navigation and pre-flight training.

For a year prior to the organization of the Civil Air Patrol there was no civilian flying in Fort Myers because the only available airport facilities had been turned over to the Army Air Forces. The men who organized the Fort Myers Squadron had to first find and build a suitable airport. With the cooperation of the city, some land located close to town was made available, and members borrowed equipment to clear the land and grade the runways. They built

hangars, a small club room and an operations building on the field, which was soon approved by CAA.

Plane owners who had been forced to store their planes brought them to the field. A full-time flying instructor was made available and soon new members were buying planes, and flying activities continued to increase at the Fort Myers Airport.

There are 63 members in the Fort Myers Squadron and 23 members in the Cadets. We have 12 planes owned by members operated from the field, three of which are available for instruction purposes. There is a full-time instructor on duty and also several of the members who are instructors at Carlstrom and Dorr Fields spend some time as instructors at Fort Myers.

Since the organization of the Fort Myers Squadron, 17 members have received solo permits, six members have passed their CAA private license examinations, two members have received commercial ratings and eight members have been accepted as instructors at one of the primary training fields operated by the Riddle Aeronautical Institute.

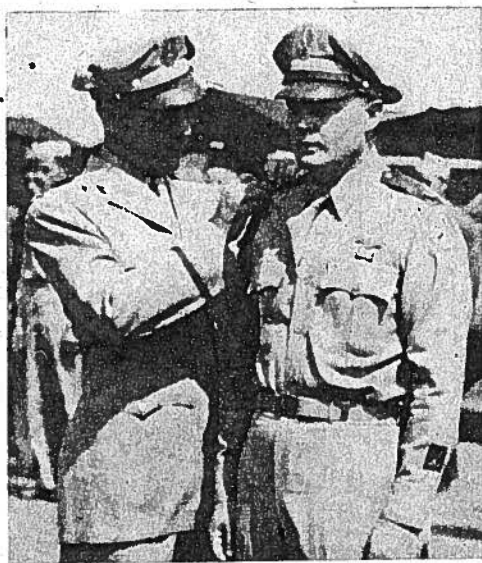
In addition to the actual flying activities, considerable time has been spent in military drill and other classwork, including three classes in air navigation and two classes in meteorology, conducted by a licensed ground instructor who was a member of the Fort Myers Squadron.

The squadron has been called upon on several occasions to search for missing planes and persons lost in the woods and was successful in finding one plane from a nearby Army camp that had been forced down in the woods. In sponsoring a bond sale drive, the CAP members offered their planes to give free rides to purchasers of War Bonds and in one day 176 persons bought bonds and were given rides. On the occasion of the mock bombing of

Tampa by the Civil Air Patrol, 10 planes from this squadron participated.

The squadron was host at a fish fry for members of the Tampa, Lakeland and Bartow squadrons who flew here to distribute leaflets in a drive to recruit members for the Air Cadet program.

The cadets have completed a course in navigation under a CAP instructor and are taking additional pre-flight training in a course now offered by the High School. Several members are already aviation cadets in the enlisted reserve. Squadron Commander F. E. Forehand, discussing the Cadet program, said: "If we could provide free flight training for the cadets in addition to the ground school work now given, it would greatly increase the interest and the value of the Cadet program to the War effort."



Major Richard P. Robbins, commanding officer of the Florida Wing, received his leaves from Major Wright Vermilya, Jr., commanding officer of the Lantana Base and one of the original Air Patrol organizers in the United States.



Capt. Zack Mosley, CAP, creator of the "Smiling Jack" comic strip and well known to Florida squadrons, who did the cover page for this number and furnished two cartoons from his studio, one of which was done by his assistant, Andy Sprague. Zack is National CAP Headquarters special service officer.



More Cadets

It seems that when the CAP Cadet program reaches a certain stage in an area, after months of slow and sound development, there is a surge of expansion as the idea spreads with almost explosive rapidity. That point has been reached in New York City and in New Jersey. Within a radius of about a hundred miles of National Headquarters, close to 3,000 CAP cadets have been enlisted and the boys are clamoring to bring in their friends. High schools are beginning to participate so that the program is fast going into the new phase of signing up hundreds at once in a single school, putting them into uniform and starting their training. Where this is about to happen, little plans will no longer suffice.

Two main problems must be anticipated: drill halls and instructors. In this vicinity, temporary ceilings have been met for lack of space. But the difficulties are being overcome. Armories or schools with suitable facilities are found and boys on the waiting list are called in to form new squadrons.

In getting instructors, the units which have buckled down to their CAP training over the last two years will have members with the necessary qualifications to teach aviation subjects such as meteorology and navigation. But it will be a big job to train all the cadets who are needed, so now is the time to canvass the community for persons who can teach auxiliary subjects such as drill, code, radio, first aid and aircraft identification. In most cities and towns there are citizens qualified to teach such subjects on short notice even though they do not have the desired background in other CAP required courses which they can cover by joining the patrol and learning as they go along.

**This First Issue
of the
Barracuda Bucket
Was Made Possible
Through the Courtesy
of
The Embry-Riddle
School of Aviation
and Affiliates
Miami, Florida**

SEC. 562, P. L. & R.

THE BARRACUDA BUCKET



MAY, 1944

MAY-1986

DEAR LIB, LOOK WHAT I FOUND
IN AN OLD FILE. I HAD FORGOTTEN
THAT WE PUT OUT A FLA.
WING-C.A.P. PAPER- CAVU-
FROM COL. ZACK

OFFICIAL
JOURNAL
OF

FLORIDA WING 41

CIVIL AIR PATROL AAF-A

ARMY TRACKING MISSIONS
COURIER SERVICE
COASTAL PATROL
CADET TRAINING

What Is A "Barracuda Bucket"

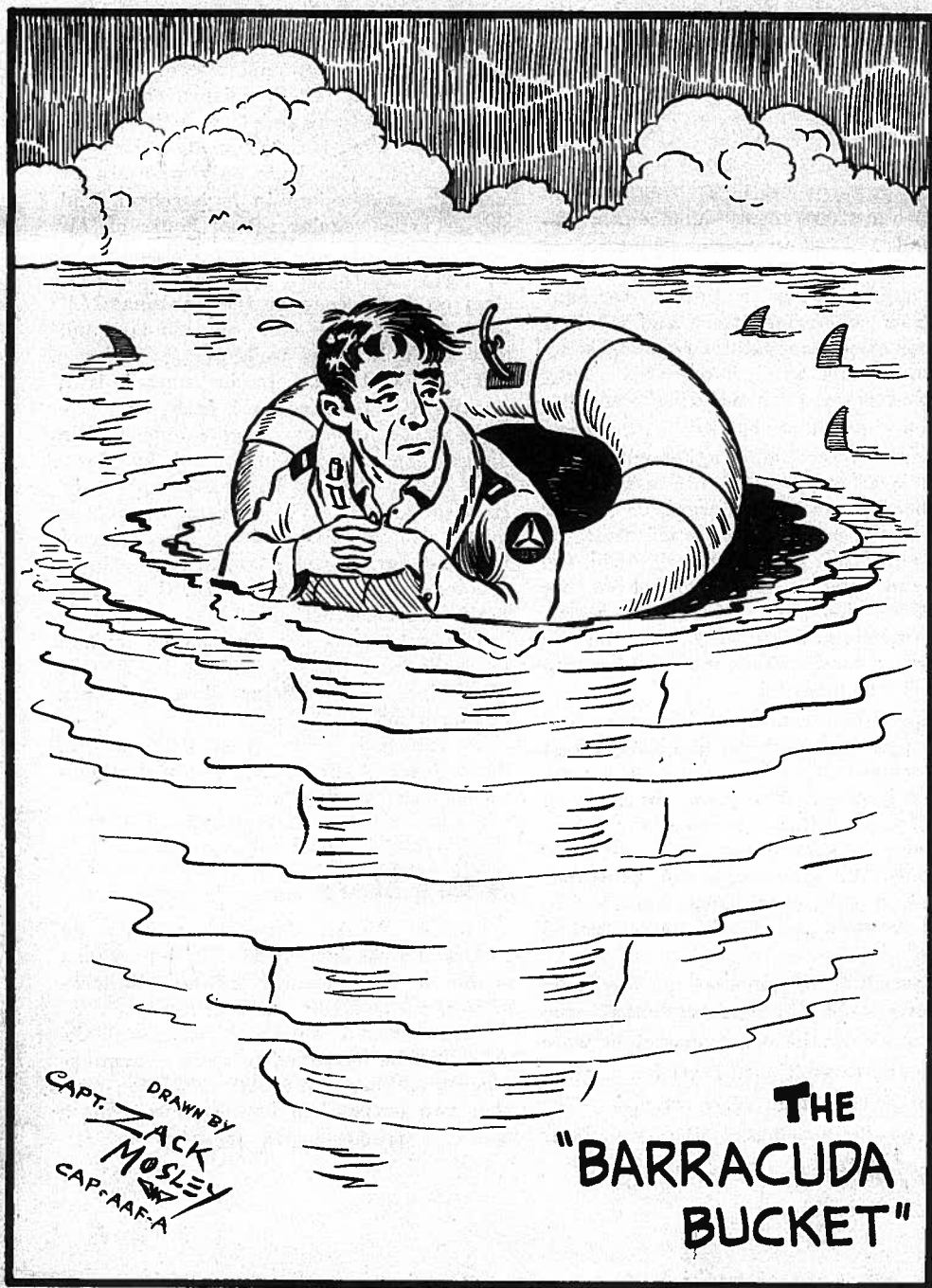
The name of this publication, "Barracuda Bucket," stems from antiquity—well, if you want to call the old bootlegging days antiquity.

In those days the rum runners used to cross the rough, tough Gulf Stream with gunwales of their oft-times frail and flimsy craft awash because of the load they carried. Sometimes accidents happened.

Because of the frequency of those accidents, many of the 'leggers carried a home-made lifesaving rig, known as the barracuda bucket. Zack Mosley's drawing of one is shown on this page. It consisted of an old inner tube, from which a shroud of canvas hung, and into which the survivor could climb, float and still be protected from that most vicious of all fish, the barracuda.

In the early days of the CAP, when it still was being organized at Morrison Field and was starting patrol duty on a wing and a prayer, the modern life rafts were not available. But the barracuda bucket served. It was adapted to CAP use by Thorne Donnelley, then communications officer of the CAP patrol squadron, now commander, USNR. Included in the equipment was an emergency kit bag of some 16 items calculated to keep the CAP flier from being hungry, thirsty or too unhappy. It held water, chocolate bar, mirror, flashlight, first aid material, fish line and similar items.

You could call it the foxhole of the sea.



DRAWN BY
CAPT. ZACK
MOSLEY
CAP-AAF-A

Story of Patrol Work Is Released

By Capt. Art Keil CAP Intelligence Officer CAP CP NO. 3

Some indication of what Florida's anti-submarine bases accomplished during the months they battled Nazi U-boats off the Atlantic and Gulf Coasts, protected vessels and convoys, rescued survivors of attacks, wrecks and air mishaps, may be gained from the brief report of CAPCP No. 3, Lantana.

The third such base to be activated in the United States, it was set up only three weeks after the initial experiment with CAP planes in coastal patrol work. Originally designed as a 90-day experiment, the Third Task Force, as it was known, became the training ground for staff officers for numerous other Florida bases.

Members of its staff were sent out throughout the country to install new bases as the system expanded and much of the practice and equipment originated at Base Three was adopted throughout the Coastal Patrol.

The "barracuda bucket," which served as emergency life-saving equipment for many months while CAP was acquiring life rafts, was first used at Morrison Field where Base Three launched its operations. As other bases were activated, the equipment was either produced for them at West Palm Beach, or samples sent out for duplication. Originally developed during rum-running days, the tire-and-bag life saver was perfected by Comdr. Thorne Donnelley, USNR, then a member of the outfit.

Success of the Florida bases may be ascribed to various factors, most important of which was the preparedness resulting from Florida Defense Force and selection of experienced World War I pilots and fixed base operators as commanders. Under Lt. Col. Wright Vermilya, Jr., who was then air officer attached to Brig. Gen. Vivien Collins' Florida Defense Force staff, the air arm of FDF was highly developed. In this the active encouragement of Gen. Collins, Gen. Albert H. Blanding and Governor Spessard L. Holland, spearheading Florida's preparedness effort, was largely responsible for success of the move, which preceded initial organization of Civil Air Patrol by more than a year. When CAP was organized Col. Vermilya offered the active units in FDF and nearly 1,500 pilots in Florida Air Reserve, its auxiliary, to the national organization, and when it became necessary to organize the anti-submarine units, personnel and planes were ready.

Maj. Julius Gresham at Flagler Beach; Maj. Lloyd Fales at Miami; Maj. Peter J. Jones at Sarasota were all members of the state staff of Florida Air Reserve or Florida Defense Force; all were experienced pilots and fixed base operators who had

learned during the lean years of aviation how far one piece of baling wire would stretch. And since much of the operation of the Coast Patrol during the early stages required just that type of ingenuity, success of the operation was inevitable.

Their long experience also gave them high personal priorities in personnel-picking. They either knew where to find good pilots or they could spot them in one hop around the field and their resultant staffs and flight sections were tops.

Records were not immediately available from the other Coast Patrol bases in Florida, but subsequent issues of Barracuda Bucket will give you their stories.

However Base Three, which operated a year and a half from Morrison Field and Lantana may be taken as typical of the CAP operations in Florida.

The third coastal patrol base to be activated in the United States, the local unit operated for a year and a half from Morrison Field and Lantana airbase. Comprised entirely of volunteer local personnel, furnishing their own private planes, the squadron flew approximately 2,000,000 miles in anti-submarine operations, spotted and bombed numerous enemy submarines, rescued and assisted in rescue of personnel of merchant ships, army and navy planes; saved approximately a dozen merchant ships from submarine attack and received a number of commendations from the army commands under which it operated. They were paid a per diem covering plane operation and personal expenses.

Although they flew single-engine land planes, overloaded with life-raft equipment, bombs and depth charges, on regular dawn to dusk patrol up to 50 miles off the coast, only two planes were lost in the ocean and none of the personnel was injured from this base. More than a half dozen forced landings were made on the beach or on land without major damage to planes, it was reported.

Flying without armament during the first few months of operation the CAP pilots drove enemy submarines away from merchant vessels by diving on the conning towers. One such case in which the enemy was stuck on a sand bar for 42 minutes while the CAP pilot called for assistance resulted in the order from Gen. H. H. Arnold to arm all CAP coastal patrol planes.

Six members of the crew of the army transport plane "Flying Dutchman" who bailed out over the ocean one night were located and Coast Guard craft led to their location a half hour after sunrise. The plane, on its automatic pilot, was later

found crashed against the side of a mountain in Mexico.

Majority of the personnel were over-age pilots or men unqualified physically for the armed forces.

P. B. County

Since the first meeting was called to order August 23, 1943, with 28 members answering the roll call, the Palm Beach County Sqd. C.A.P. Cadets has grown from a group of boys and girls with little military training to a fine military organization.

The personnel of the Sqd. now numbers better than 150 members in all, 100 boys and 60 girls.

When the first classes were organized they were hampered by the lack of instructors and only met on Thursday nights of each week for radio code instruction by Lt. D. R. Thompson and meteorology instruction by Lt. E. C. Adams, each handling from 25 to 50 cadets at a time. But now they have classes in meteorology on Friday nights for boys only who are at least 17 and juniors in high school, and classes after regular school hours on air navigation and meteorology instructed by an army instructor. They also hold a class on radio code at the Lantana CAP Base for 17 year olds on Sunday and they fly a little as well.

The newest class to be started is a weekly rifle practice held each Thursday night at the American Legion Indoor Rifle Range, the class is instructed by Capt. B. B. Beil and Capt. H. F. Bailey, both of Morrison Field. The Cadets Corps has thirty non-commissioned officers ranging from 1st Sgt. to Cpl. 1st Lt. L. D. Simon is commanding officer, 2nd Lt. C. F. Jackson is executive officer.

The girl cadets are commanded by 2nd Lt. Nell Behr. She is assisted by F/O L. Shankland. The Palm Beach County Squadron of CAP Cadets is composed of boys and girls from West Palm Beach, Palm Beach, Lake Worth, Lantana, Boynton and Delray Beach.

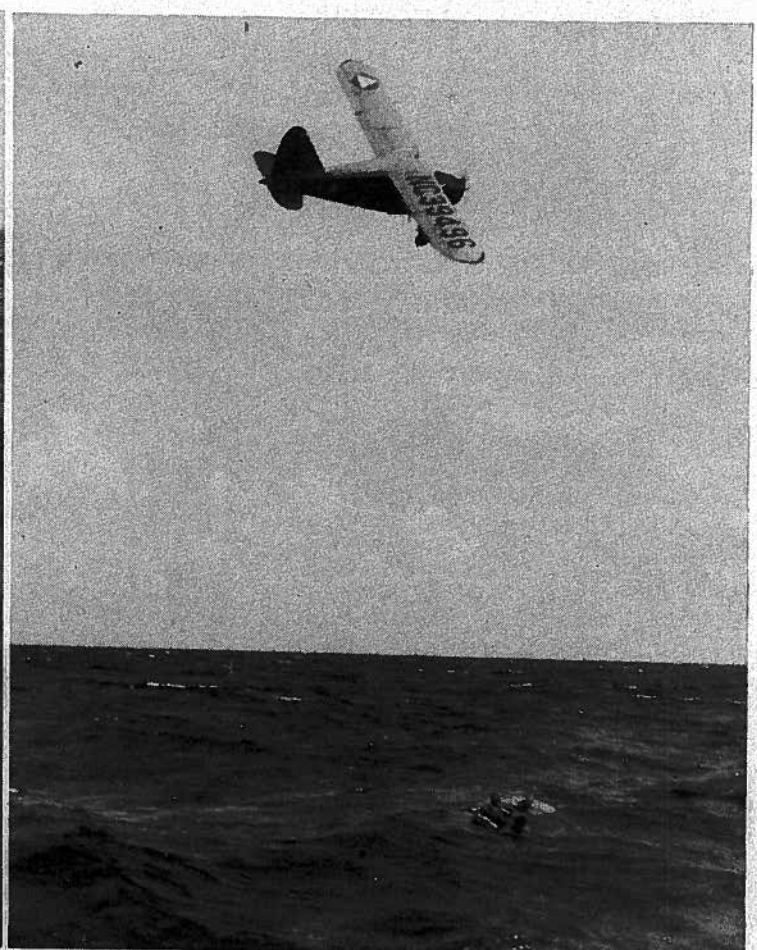
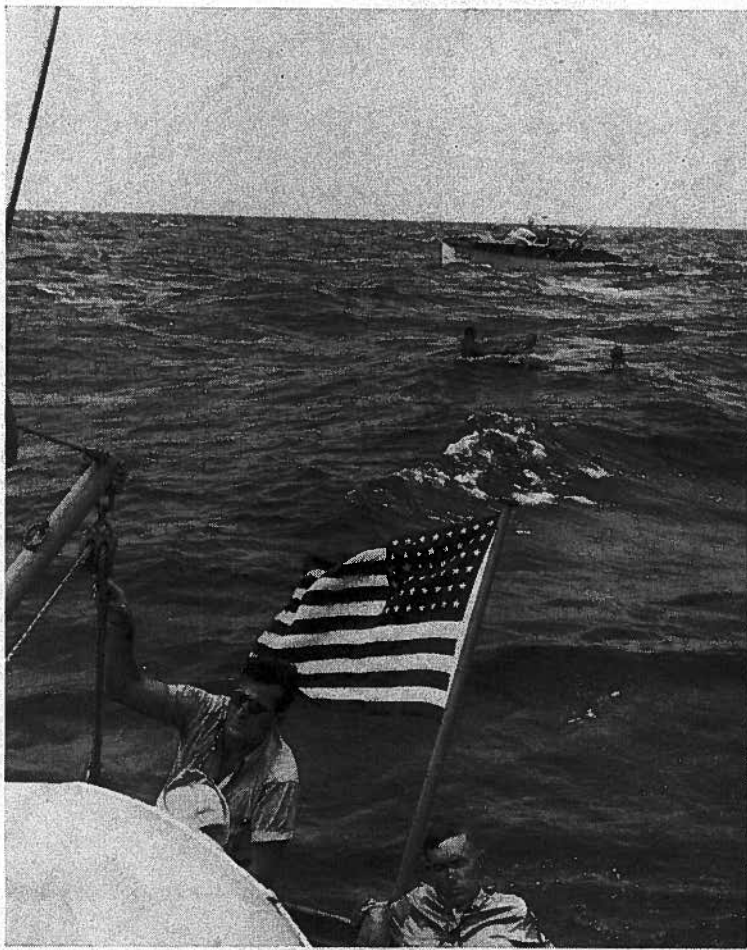
Carl L. Smith, Jr., CAPC.

A Big Help . . .

Charlie Weeks, formerly a pilot on Coastal Patrol duty (CAP CP 3, Lantana) found out the other day that his 860 hours of over-water flying came in handy.

Stationed at Brownville, Texas, with the ATC Charlie happened to be in Operations when a call came in from the Coast Guard that two barges had broken loose from a

(Continued on Page 5)



Scene on left shows CAP plane spotting liferaft off Florida coast during the days of coastal patrol as described in the story on the opposite page. Radio messages bring the rescue boats shown at right. Official CAP photos.

Sarasota . . .

The Sarasota Squadron of the Civil Air Patrol has moved to new quarters on upper Main Street. The Cadets have pitched in and painted the hall and drawn the insignias of the CAP and the CAPC in colors, also furnished propellers from the small light planes and the fast Army pursuit planes.

Meetings are held twice a week, Monday and Thursday nights at 8. Meteorology, navigation, engine and aircraft and civil air regulations are taught by the senior group. Drilling is practiced under floodlights.

Plans are under way to put on a drive for funds for the Civil Air Patrol Cadets for their flight time. Several of the Cadets, both boys and girls, have started their flying training and seem right at home in the air.

We are experiencing trouble in getting permission from the CAA for youths of seventeen to start their flight training, even though the Army is anxious to get as many youths of seventeen as possible for future combat flyers. Can't something be done about this condition?

It is amazing how easily these Cadets

can identify any plane that flies over the city.

The Senior C.A.P. squadron has been busy recruiting new members and at this time has several candidates lined up for the next meeting night. Bradenton, Sarasota's nearby neighbor has sent us six senior members and six Cadets and their applications will go forward in a few days.

Sarasota thinks with a good field and several ships at their disposal there should be some courier services that we could perform for the Army here.

(42 Cadets)

Polk County . . .

The Polk County Squadron has presented a very interesting series of lectures. These included a talk on the "History of Aviation" by Dr. Douglas Perry, a member of the squadron who has been interested in aviation since the first World War; a number of classes on "Courts Martial," conducted by Capt. W. M. Hart, from Lakeland Army Air Field; and a very interesting lecture on "Oxygen" by Lt. Norman E. Mendenhall of 14th Altitude Training Unit, Avon Park. Lt. Mendenhall was unable to bring the oxygen equipment which he had hoped to show to the

squadron but the lecture was very interesting and instructive without the equipment.

The two flights of cadets under the Polk County Squadron are progressing nicely. The flights are composed of both boys and girls and about six ACER. The Winter Haven flight has seven members who have qualified as CAP Cadets and were presented their identification cards at one of the squadron meetings. The Lakeland flight has 14 members who have qualified and will be presented their identification cards at the next squadron meeting. A class in "Theory of Flight" is to be started this week for the cadets. This class is to be conducted by Dick Hazelrigg, former director of academics at Lodwick School of Aeronautics.

Screening tests for aviation cadets were conducted in the high schools of Mulberry, Wauchula, Fort Meade, Sebring, Frostproof, Avon Park, Haines City, Auburndale, Winter Haven January 11, by members of the Polk County Squadron. These tests were held in Lakeland and Bartow by members of the Aviation Cadet Examining Board. The screening tests will be given to every boy, 16 and 17 years old, in the schools. Members of the

(Continued on page 6)

BARRACUDA BUCKET

Official publication of Florida Wing 41, Civil Air Patrol. Address all communications to THE BARRACUDA BUCKET, Florida Wing 41, CAP, 115 Court House, West Palm Beach, Florida.

Major Richard P. Robbins
Commanding Officer

VOLUME I

No. 2

To Readers . . .

As we said last issue, this is your publication, but if you don't keep it filled up, it won't be. It just won't exist.

The Cadets have been good about furnishing us information of their activities, but not a great deal has been offered by either Cadets or senior squadrons giving information outside of routine.

There are a lot of things going on in the CAP, some funny, some colorful, many of human interest, a few tragic. We want all the dope on those too.

And right here—

SPECIAL NOTE TO BASE COMMANDERS—Send us a resume of your base operations. Most of the CAP material is now released under censorship, and we want it. Send it on, and we'll be responsible for the censorship angle. (It might amuse you to know that a Florida CAP man called up a general before censorship was off and told him he'd better stop publication of material he had for a CAP speech. The general did, too.)

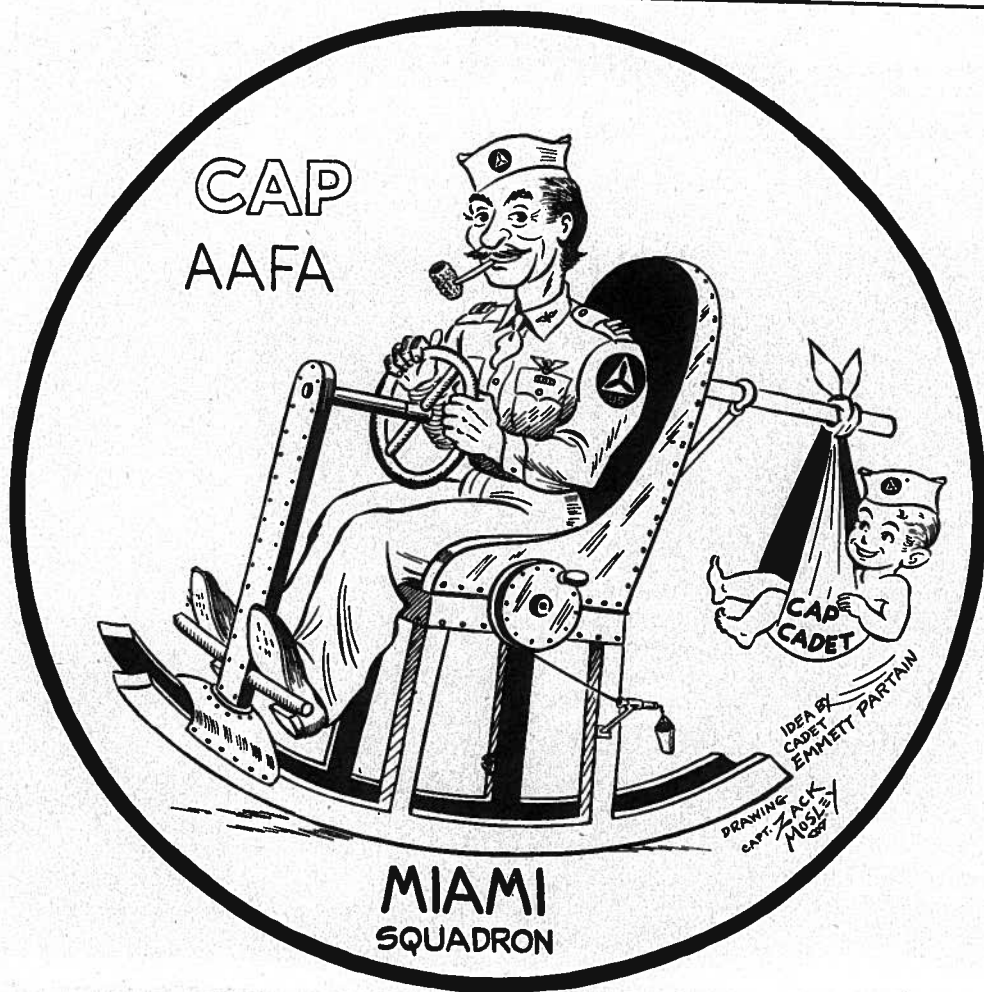
From all the rest of you, we want all the information we can get. We have a good supply of pictures on hand, but we always want to look at more. (Send 8x10 glossy prints when possible; good clear ones.)

If you have an artist in your squadron, put him to work sending us some drawings. Zack Mosley is a good guy, but we don't want to work a willing horse to death, and he's done all the drawings for The Barracuda Bucket so far.

In other words, keep the copy coming in. Commanding officers should appoint someone to be responsible for it regularly, but all squadrons should furnish material, and all members be on the watch to give to whomever is designated in a particular squadron information that will be useful.

Get copy in as soon as possible after the first of the month. And for Pete's sake, **DOUBLE SPACE IT.**

Thanx!



Cadets On New Program

Amid the airplanes, welding tools, motors, and other intricate paraphernalia of flight, some 300 cadets of the greater Miami area CAP Squadron, heard the program of classes being started for them.

All this took place at the Coral Gables Coliseum. This was recently loaned to the CAP cadets by Embury-Riddle Flying School. Several civilian training planes and engines are also furnished to be completely overhauled. There are also countless airplane parts and assemblies. The Coliseum was originally equipped to train Army personnel.

Valuable classes covering every conceivable phase of aircraft are being offered on Friday from 1730 to 2030 (5:30 to 8:30 for you who are not acquainted with military time.) There is also one special class on Sunday from 1400 to 1700, which is compulsory for every cadet. Not all this time is occupied with studies. Drilling to martial music (via public address system), will be a great deal more enjoyable than the "hut, hut, thrup, haw," the age old chant of the drill sergeants.

The classes to be held on Fridays, of which a cadet must take three in order to obtain his credit in high school, are: Elementary navigation, advanced naviga-

tion, radio and blinker, introductory airplane mathematics and physics (cadets who take physics in high school are ineligible for this course), general service and maintenance of aircraft, meteorology, power plants, and communications procedure.

The classes to be held on Sundays are: Recognition of aircraft and surface vessels, CAA regulations, instruments, theory of flight, practical mechanics, and general service and operation of aircraft.

For those cadets who pack their gray matter away with their books, Friday afternoon at 3:30, as little as one class on Friday and Sunday will be sufficient, but no high school credit will be given. Refreshments, consisting of milk and sandwiches, will be available for our cadet chow-hounds.

The Coliseum far exceeds the limited facilities available at the Seybold and Ingraham Bldgs. Those cadets who have attended classes at "742" or the "Sunshine Room" will appreciate what this means.

Cadets who were too dazzled by the magnificence of viewing real live aircraft at proximity to listen very carefully to what was being said, will be happy to learn that the courses will not be all "paper" work.

(Continued on Page 5)

Patrols Given High Navy Praise

High praise from the nation's highest Navy officers was given Civil Air Patrol for its anti-submarine work in a recent announcement from National Hq. releasing information that the Coast Patrols had been discontinued.

Liquidation, reorganization or transfer of the Florida bases has been completed in many instances, while personnel of others awaits new assignments to aid the war effort.

Florida bases, it was pointed out, comprised nearly one-fourth of all those along the Atlantic and Gulf coasts. Organized under the direction of Lt. Col. Wright Vermilya, Jr., when he was wing commander, the anti-submarine bases were manned almost entirely by Florida personnel and in a majority of cases the men were on duty for the duration of the assignment.

Maj. Julius Gresham, at Daytona and Flagler Beach; Lt. Col. Vermilya at West Palm Beach and Lantana; Maj. Lloyd Fales at Chapman Field, Miami; Maj. Peter J. Jones at Sarasota and the base at Panama City were handed one of the toughest assignments on the entire Atlantic Coast.

To them and their men and women who overcame all obstacles to achieve an efficient operation, often under great difficulties, both Army and Navy commands have expressed their praise and gratitude.

Announcement from CAP headquarters stated discontinuance of CAP coastal patrol was "a part of the general policy of withdrawing all Army participation from anti-submarine activities. Now we are able to release the facts and to review the brilliant work of CAP's civilian volunteers who did so much to help clear our vital shipping routes and thus to help win the Battle of Africa and the advancing Battle of Italy. As has been previously announced, the Navy now has sufficient planes and crews to assume full responsibility. The army air forces accordingly have discontinued their anti-submarine work and the AAF Anti-submarine command has suspended operations."

For the Navy, Admiral E. J. King, commander in chief of the United States fleet said, with regard to CAP coastal patrol;

"I request that you express to them a 'Well Done' for their enthusiastic, loyal and constant cooperation in combating the submarine menace, patrolling our coast-line and assisting the location of survivors and ships in distress."

Admiral Adolphus Andrews, commander of the Eastern Sea Frontier, said: "Your unit has rendered invaluable services to this command in fulfillment of its war mission of protecting shipping and combating the submarine menace. The tasks performed by CAPCP have been many; in-

cluding anti-submarine patrols, escort missions, searches for known or suspected submarines and assisting in rescues after marine and aerial casualties.

"In the performance of these tasks there has been displayed a skill, energy, resourcefulness and disregard for danger which are in the highest tradition of the American armed forces. Now on your departure from the Eastern Sea Frontier I extend to you and to your men my thanks for your cooperation and wish you all the greatest success in your next assignments. Well Done!"

Civil Air Patrol set up its first coastal bases early last year when enemy submarines were taking a heavy toll of shipping in the coastal sea lanes. Because the Army and Navy needed all available equipment urgently at other points, the newly-formed CAP was called upon for an experimental service originally expected to last only 90 days. Civilian volunteers brought their own planes, radios, and repair equipment to hastily improvised bases to operate against the U-boats.

Results were so successful that CAP bases were established to cover the coastal shipping lanes along the entire Atlantic and Gulf coast from Canada to Tampico, Mexico. Submarines about to attack convoys crash-dived on the approach of CAP aircraft, although these single-motor land planes were entirely unarmed. Later, bombs and depth charges were added with deadly effect. By the combined efforts of Army, Navy, CAP, and Coast Guard, the submarine menace was rapidly abated.

In this service, CAP pilots and observers flew more than 24,000,000 airplane miles over the ocean. They spotted 173 submarines, dropped bombs and depth charges against 57, and are officially credited with sinking or damaging at least two, in addition to those sunk by Army or Navy aircraft called for the kill by CAP.

CAP observers located 363 survivors of ship sinkings or aircraft crashes at sea, and 36 bodies. They found 17 floating mines, sometimes in the path of troop ships. Aircraft and ships in distress were reported on numerous occasions and their crews rescued.

In this work, 20 CAP members lost their lives in forced landings at sea and six in crashes on land. Seven were seriously injured and 90 planes were lost or damaged beyond repair.

Back of the Coastal Patrol was the work of the CAP organization with a Wing Command in each of the 48 states and local units in more than 1,000 communities. Out of these units came the equipment, all privately owned, for the sub hunt. Local training programs taught the necessary discipline, the precision flying methods,

and the 2-way radio communications procedures necessary in spotting objects at sea, far out of sight of land, and reporting their position accurately to the shore bases.

Thus the Coastal Patrol was a nationwide undertaking. Men from 45 states, and also a number of women who serve as plotting board operators and in clerical capacities, are now entitled to wear on their CAP uniforms the Coastal Patrol emblem—a bomb dropping upon a submarine. Several dozen also wear the "Duck Club" emblem, CAP's version of the Caterpillar Club, for those who were rescued from forced landings in the water.

While some members were assigned to Coastal Patrol on a 3-month basis, in order to utilize the services of men who could not spend longer periods away from their civilian work, many gave up their businesses to volunteer for the duration and work full time without compensation except for per diem allowances which barely covered living expenses. The average age of the men on Coastal Patrol was 38. Many were flyers in the last war. Most were too old or otherwise disqualified for military service, but were determined to put their aviation knowledge to use on flying duties. a "Well Done!"

CADETS ON NEW PROGRAM . . .

(Continued from Page 4)

The excellent motion picture facilities available, and large library of training and technical films, will be utilized to the fullest extent.

In all, this means that a priceless opportunity for knowledge in civilian and military aeronautics is offered to Civil Air Patrol Cadets.

"Lean to Keep 'em Flying with the Civil Air Patrol Cadets"

Cadet S/Sgt. Richard Schultz,
Miami Beach High School.

C A BIG HELP . . .

(Continued from Page 2)

tugboat out in the Gulf. Charlie immediately began a sales talk on how well qualified he was to conduct the search, no doubt with some trepidation because, as he wrote Lt. Emerson Cook, "You and I know how hard it is to find things out there." But he "sold" the operations officer and started out.

The ceiling was low and visibility terrible. He flew at about 600 feet over the top looking down through occasional holes and not hoping too much when all of a sudden he spotted the barges and radioed their position to Brownville Tower. Just plain luck or coastal patrol experience, which ever it was, proved to be a break for Charlie.



LOSES LIFE—Lt. Melvin Leroy Alsbaugh, Belle Glade, commander of the Everglades Squadron of the CAP, was killed Feb. 23, in an airplane accident near his home town when the ship which he was flying went into a spin and struck the ground. A passenger, Samuel Fleming, also of Belle Glade, died with him.

And - Or Demerits

A new merit and demerit system having a maximum demerits possibility of 50 has been instituted for Miami CAP Cadets. Merits and commendations will be given for excellent work, superlative effort, indispensability in drill, class or office assistance. Insubordination, absence without leave, disregard of rules governing the wearing of the CAP Cadet uniform are bases for demerits.

Commendation, new ratings, promotions, and infractions will be turned in by Cadet intelligence officer to Senior Squadron intelligence officer for investigation and disposition by the CAB—Commanders Advisory Board. A Cadet Advisory Board composed of one staff officer from each squadron will assist the CAB and act on minor cases.

All actions of the CAB will be made public in a special Order of the Day. A cadet when brought before the CAB or the Cadet Board to be tried, if found guilty, will be notified in writing immediately whether he is charged with a Class "A" offense or a Class "B" offense and the number of demerits assigned him. A cadet may be assigned extra duty hours and/or demerits. Any cadet having 10 demerits shall report himself to his commander to arrange for an appearance before the CAB. Any cadet having 50 demerits is automatically dishonorably discharged.

The CAP Cadet course are recognized by the State Board of Education and also

Miami Group Gets Break

In these days of war, it's a great thing to find people who are patriotic enough to give their time for the training of youngsters in aviation. and in Miami we've had a real showing of patriotism. An entire organization, The Embry Riddle School of Aviation is behind the movement here. First, we been given the use of the Coliseum in Coral Gables for the training purposes. There are twenty different class rooms besides the main auditorium, also all the equipment necessary for teaching the subjects given in the CAP and CAPC.

All the hard work of getting the new program in shape was well repaid at the first general meeting held in the Coliseum. Over 300 cadets gathered in the main auditorium for instruction on their choice of classes. Squadron Training Officer Weinkle was in charge of these details. Lt. Krause explained in a short talk that with the growth of the CAP Cadets in Miami, it was impossible to continue giving instructions separately at the five different schools. From now on, the entire program will be a concentrated effort on the part of all concerned to give the best training possible in the shortest possible time, due to the fact that the AOER lads are being called up for duty. Every bit of training, academic or military, that these cadets receive, will make them better pilots, navigators, and bombardiers.

Lt. Krause sent an announcement to all Cadets to bring their parents to the meeting and we were grateful to see so many

the County Board and are given as such: 144 hours equal $\frac{3}{4}$ credit. Anyone taking 4 subjects may receive credit for CAP courses as stated. If a cadet is already taking 5 subjects, it cannot be counted but will be attached to his permanent record. Every cadet will be graded according to their attendance, attitude, and general studies.

All classes will be held at the Coral Gables Coliseum on Douglas Road instead of at squadron headquarters or the various high schools, it was announced Friday at a special meeting. Cadets will be able to choose one to three subjects from a program including: elementary navigation, instructor, McGoan; advanced navigation, instructor, Smith; introductory aviation math and physics, instructor, Weinkle; general service and operation of aircraft, instructor, Hendricks; power plants, instructor, Voorhies; radio code and blinker, instructor, Brown; communication and radio procedure, instructor, Houston; meteorology, instructor, Bray.

Military drill will be held on Sundays.

Pauline Moser,
CAP Cadet,
Miami Edison High

of the parents take an active interest in the training of their son and daughters. We were especially honored by the presence of Major Switow of the Army and Commander Winslow of the Navy, fathers of two of our Cadets.

The Cadets were dismissed at 7:45 and the entire Senior CAP group gathered in the auditorium for their meeting which was called for 8 p.m. There were 83 active members present and 38 provisional members. Some of the active members were from the base at Chapman Field and their attendance was appreciated by the staff.

Lt. Krause told everyone that the day of inactive members in Miami was over and that national directives would be followed to the letter and there would be no more parading of members in uniform who merely held a card and were not actively associated with the CAP in some manner. He informed every member that past laurels were fine but the biggest job was yet ahead, and that was the training of Cadets, especially the ones who were preparing to enter the Armed Services. The response to this from some of the older members was very gratifying.

Training Officer Weinkle spoke in detail regarding the training of senior members. He has worked out a complete plan where the training program for both seniors and Cadets will dovetail during the same hours:—On Friday night from 5:30 to 9:30 and Sundays from 2 to 5. This will give the entire staff of instructors a chance to have some free time which they haven't had until now.

Special commendations should be given Lt. John Woefel who acted as Officer of the Day and First Sergeant Claude Turner who acted as Officer of the Guard. At no time was the Coliseum without a special guard detail of Cadets. First Sergeant Turner was very well pleased with the showing of the Cadets on their first actual assignment of mounting guard.

Enough for now, but everyone will be hearing more and more of the CAP AND CAPC in Miami!

Fred Krause, Miami Sqdn. Comdr.

POLK COUNTY . . .

(Continued from page 3)

Polk County Squadron and Tampa Squadron who gave these tests met with the Aviation Cadet Examining Board in Tampa to be instructed in how the screening tests are to be given.

Squadron Commander, Lt. H. S. McClamma, spent Christmas week in bed with influenza.

Plans are progressing for the new airport at Winter Haven which the squadron hopes to open in the near future.



"K-P's" on Sunday duty at CAP airport Jacksonville. Reading from left to right: Phyllis Trout, Helen Heaggle, Jane Winchell, and Jewett Ashley. (US AAF Photo)

Vermilya Is Given New Assignment

Assignment of Lt. Col. Wright Vermilya, Jr., as southern coordinating officer for CAP and announcement of his promotion to that rank was announced Jan. 1 by National Hq.

The new headquarters will be established at Lantana airport where Col. Vermilya has been stationed for nearly two years, serving as Florida's Wing commander and as the commanding officer of the first anti-submarine base to be established in the state. Command of Wing 41 was taken over some time ago by Maj. Richard P. Robbins of West Palm Beach.

"Flight activities will be increased throughout the Civil Air Patrol approximately five times what they were when all of the Coastal Patrol bases were in operation," Col. Vermilya said. "Directives provide for assistance, not only to the armed forces, but also to Federal, State, county and municipal agencies engaged in furthering the war efforts. There are many useful missions for CAP which will help win the war sooner and relieve personnel of the armed forces for combat duties."

Col. Vermilya has accumulated somewhere between 14,000 and 16,000 flying hours since he left college during World War I to join the Air Corps. He has held National Guard and Reserve commissions in Ohio and Arkansas, and organized the Florida Air Reserve and First Air Squadron, Florida Defense Force, more than a

year and a half before Pearl Harbor. His CAA license is No. 35 and he holds one of the first glider licenses to be issued in this country. He flew one of the nation's first mail routes between Chicago and Kansas City.

Affiliated with fixed base operations in Cincinnati, Little Rock, Ark., and West

Palm Beach, he was closely identified with the early days and the growth of private flying. As a governor of National Aeronautical Association and officer of numerous other private flying organizations he has long been identified with promotion of the private pilot's welfare.

CAP League New Group

Plans for the Civil Air Patrol League, a national non-partisan, non-profit membership organization to promote the future of aviation, were outlined recently in the Miami Herald in an interview with Arlene Davis, high-ranking flier now convalescing at Miami Beach.

The league, which would give civilian backing to the CAP program, is sparked by Thomas H. Beck, president of the Crowell-Collier Publishing Company.

The major activity of the organization will be to aid the CAP in all its functions, present and future.

Miss Davis said: "This is perhaps the beginning of one of the most significant movements in aviation. It is up to the youth of America to preserve and strengthen our aviation heritage and our job will be to see that they are air-minded after the war as well as now."

The league has the endorsement of

President Roosevelt and General H. H. (Hap) Arnold.

It is incorporated under the laws of New York State.

Membership dues ranging from \$100 a year for sponsoring members down to \$1 a year for CAP cadets will provide the league's income.

CAPC activities in Miami are really beginning to boom with the announcement that two trophies have been donated for the use of the Miami CAPC exclusively.

The William Rubin trophy, donated by a Miami jeweler, is for squadron academic proficiency in aeronautical subjects. The other one is a U. S. army saber, donated by Lt. J. A. Woelfel, in direct charge of all CAPC units in the city. The saber is for military proficiency and goes to a school unit each semester.

After a school has won one of these trophies three times in succession, it becomes the permanent property of that school.



TAMPA GETS PLANE—Formal presentation of an AAF plane for use of the Tampa CAP squadron was made recently by Major Richard Robbins (left), Florida Wing commander, to Lt. Eugene R. Ekes, Tampa (right), as Capt. Zack Mosley, creator of the comic strip "Smilin' Jack," looks on.

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News and Views

KEEP YOUR EYE
ON THIS NUMBER

23

of the Florida Wing, Civil Air Patrol, Official Auxiliary of the U. S. Air Force
Dedicated to the Encouragement and Advancement of the CAP in the Sunshine State

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VOLUME I. No. 2

PRICE 20c PER COPY

NOVEMBER 1954

Why No Certificates? STATE WING MEETING IS BIG SUCCESS AT SARASOTA

General Beau



(Photo by Sam Gibson)

SARASOTA — National Commander. Major General Lucas V. Beau, was the honored guest at the October 1, 2 and 3 Wing meeting in Sarasota. General Beau arrived at the Sarasota-Bradenton Airport Saturday, October 2, and was welcomed by Major Matt Pilcher, Commander of Sarasota Squadron, and Wing Commander, Colonel Joseph Moody. Also welcoming the general were reporters and photographers from the local papers.

At the general meeting Saturday the members of Florida Wing were told by their national commander that C. A. P. has "become of age".

"In the last few years I think we've gained a lot of prestige in the United States and the rest of the world," General Beau told those attending the state wide meeting.

The need for more cadets was pointed out by the distinguished visitor from Washington, D. C.

"We have a contract with Congress (for 100,000 cadets) which has not been kept," he said, "and we have fallen down on our face." The squadron commanders were asked to get more cadets and were told to "go out and get some chaplains," as that would help them to get cadets.

Gen. Beau had some sharp words for "constructive" criticism for the organization as a whole. He said that he had received adverse criticism from high Air

Force officers on the sloppy uniforms of some C. A. P. members.

The general stated that we should carry out more "problems" and further our training programs. He also asked that we do something to cut down on accidents as C. A. P. has the highest of any flying organization in the country. A bet. communications network was emphasized.

Col. Joseph Moody of Orlando, said there were 2,404 cadets in Florida Wing and 1,550 senior members. He said that the wing would probably increase some, but that major emphasis would be placed on making it more active and an increased cadet program.

Because of the strategic geographic location of the state, the Florida Wing is one of the most important in the country, Col. Moody said. In time of emergency it would come under the Continental Defense Command.

If there were an emergency, the wing is well set up for mobile support units which would give many forms of help, he added. In peace time one of the main functions of C. A. P. is search and rescue operations, Col. Moody explained. The C. A. P. performs 70 per cent of these missions for the Air Force.

Vice Mayor John Kicklighter welcomed the C. A. P. members to Sarasota at the beginning of the business session held at the Lido Casino. He said the city was proud of its local C. A. P. squadron under Major Matt Pilcher.

Col. Zack Mosley, well known comic strip artist, was master of ceremonies at the dinner held for the C. A. P. members in Lido Beach Casino. A cocktail party, with Sarasota Squadron as host, preceded the dinner which was followed by dancing.

Most of the members filled Sunday morning with church and swimming. There were also special meetings at the casino.

The meeting was well attended and many questions were answered.

Copies of NEWS and VIEWS were distributed to all the members attending and there were many favorable comments made about it. We (the staff) hope the comments meant that they would support the paper with their news and subscriptions.

This Month's 'Honor Squadron'

DAYTONA BCH C-AT SQ

This squadron was organized in 1951. At that time all cadets of the squadron were males. The meetings were held at the Sheraton Plaza Hotel and drill was held on the beach.

The squadron grew from 6 male cadets to 54 cadets at present. Of the present membership 11 are girls. Two of the girls have joined the WACs and two of the boys have joined the air force, and one cadet is in college and a member of the Air Force ROTC.

The squadron had the pleasure of having one of their cadets on the International Cadet Exchange this year. He was C/Lt. Billy Danford. They also had four cadets in the summer encampment, and have carried out three SARCAPS since their formation.

On October 27th the squadron had the honor of meeting with the Air Force Reserve Squadron and hearing Col. John R. Allison, newly elected head of the Air Force Association.

Cadet Major Robert Sparkman is a past C/O of the squadron and Cadet Capt. Robert Wolfe is the present Cadet Commander in charge of three flights.

The cadets are taking part in EVAC which will get underway November 3rd at 8:30 a. m. until 12 noon. The squadron's duty is to evacuate an area after the alert sounds.

OUR MAILING ADDRESS WILL BE CHANGED

Our new address of the editorial and business offices in the future will be P. O. Box 1273, Bradenton, Florida. It has developed into quite a problem to mail articles back and forth between Venice and Bradenton for rewrites and photographs. Inasmuch as the staff and photographer are located in Bradenton and the editor in Venice it has been decided that all correspondence with NEWS and VIEWS be sent directly to the Bradenton address. This takes a big load off the editor since it has been required that he handle all correspondence and distribution. Thank you for your support.

THE STAFF

NOTICE

If you find no news about the activities of your squadron, Don't Blame Us—Blame Your P. I. O.

NEWS and VIEWS

PUBLISHED MONTHLY FOR THE FLORIDA WING

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Wing Commander

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Publication Office 112 S. Nokomis Ave., Venice, Fla.

AN EDITORIAL

NEWS and VIEWS wants to send out a great big thanks to all you members and squadrons who were on the ball this month. Our news was sufficient to put us over the hump. I hope that next month it will be even better. A special thanks to the wing liaison office for its support. It is this fine cooperation that will make NEWS and VIEWS a valuable asset to the Florida Wing of C. A. P.

However, there are several things that can be done to help this paper grow. First, we need more subscriptions from members. If not for yourselves, then surely for your squadron. Don't be left out in the dark on what is going on in this wing. Second, we need advertising! Those of you who have had any experience with publications will know that subscriptions never pay for publication. We want to put copies of NEWS and VIEWS in every school, library, and newsstand in the state. By promoting interest in Civil Air Patrol we will have crossed the first bridge of our goal of 10,000 cadets. Remember, we can do this only so long as we have sufficient advertising to support this paper—so how about everyone selling at least one advertisement. The staff is doing its best but we need help. Don't let yourselves down by letting this paper down. Our rates are by far the lowest for all state advertising and appear on the last page of this issue.

I leave you with this thought: "It isn't the size of the dog in the fight, it's the size of the fight in the dog." There's a moral to that which can work for C. A. P. "Something small and working is worth more than a lot of nothing." Cherrio!
Ed.

NEWS IN BRIEF

Rev. B. F. Hall, of the Southside Baptist Church of Bradenton has taken on the duties of chaplain for Bradenton Squadron Separate. Congratulations Chaplain!

Cadet John Milner, Captain of Clearwater Squadron C. A. P. C. successfully passed his proficiency test at Ft. Lauderdale on the 15th.

Cadet Daniel Huth is attending Bolles Military Academy in Jacksonville.

Cadet Margie Bell is now at home recuperating from a serious operation at Memorial Hospital.

MIAMI — C/Sgt Jerry Hunt, communications officer, of Miami squadron "A", Att., left the 15th of October for the Air Force. Good luck, Jerry!

St. Petersburg — Major Lanier "Pete" Winslow, Commander of St. Petersburg, left Friday, October 15th for a trip to Puerto Rico.

BRADENTON — Ten cadets from Bradenton Squadron will attend the McDill Air Force meet on November 27. They will be transported by Air Force Buses. Cadet Captain Don Pyatt is in command of the detail.

BRADENTON — Major Pongee, Group III Chaplain, visited the Bradenton Squadron on October 18. He talked to Rev. Hall about Chaplaincy in the squadron. Maj. Pongee makes his headquarters in Dade City.

Around the State

By Gail Rowland

Avon Park C/Att.

The former Highlands County Cadet Squadron Attached was re-designated the Avon Park Cadet Squadron (Separate) by General Order No. 12, 23 September 1954. Appointed Commandant of Cadets was 1st Lt. G. F. Ward, assisted by L. M. Lagoni. Cadet officers are Cadet Lt. Kenneth Sherer, CO; Cadet Lt. Virgil Tondee, Jr., assistant CO; and Cadet Sgt. Richard Reddick, Jr.

Present strength of the units is 12 members but a membership drive is in progress with a goal of doubling the membership.

Summer activities in addition to attendance at encampment by four of the cadets were a beach party in June and a model plane contest in August.

Cadet Glenn Welch, past CO, participating in the 1954 International Exchange. Cadet Welch spent a month visiting Chile and on his return spoke before the Avon Park Rotary Club and the Avon Park Jaycees.

Bradenton C/Sep.

Cadet Adjutant Lois Farley reports the average attendance at squadron meetings during the past three months as eighteen cadets. This is considered excellent considering the members away on Summer vacation.

Resigned: Cadet Captain-Instructor Martha Connell, married. Five applicants for membership are being processed and as soon as their I. D. cards are received their names will be published.

Cadet Major, Wing Staff, John B. Leffingwell, Jr., successfully passed his "Proficiency Test" at Ft. Lauderdale on the 15th. This will automatically give him non-commissioned rank when he enters the U. S. Air Force.

Major John B. Leffingwell, Sr., Commandant of Cadets, reports that all arrangements have now been made to secure moving picture films for radio, pre-flight, navigation, and maintenance instruction. It is expected that this type of class work will commence within two weeks.

Cadets of Bradenton Squadron are planning big doings on the eighth of next month—so far it is a secret, but we are assured it will be a "Wing-ding".

Cadet John Patrizi has been appointed moving picture operator with the rank of Pfc.

As soon as it can be installed Cadet 1st Lieut. Zugelder will have a C. A. P. radiophone installed in her residence and one for Cadet Lieut. Farley is now being built.

Manatee County.



BRADENTON — The Manatee County Squadron has been trying a new type of meeting. Instead of having plain meeting after plain meeting, Lt. Hudson Holland, the commanding officer, came up with a novel idea to make the meetings more interesting and enjoyable.

The staff was called together in a special session one night. Out of that meeting came the following schedule of meetings for four week periods.

General, training, and social meeting followed by another training meeting.

The general meeting will be used for any and all things of interest to the squadron. The training meeting will be used for any and all things of interest to the squadron. The training meetings are divided into three parts—30 minutes of close order drill, one hour of class study and a staff meeting.

The social meeting is designed to get wives, girl friends and boy friends of members out and let them meet the CAP members. They have had two such social meetings—to a golf driving range and square dancing—and they have worked out very successfully and were well attended.

Congratulations are sent to Lt. Holland and the Manatee County Squadron for their initiative in trying new ideas to promote Civil Air Patrol and aviation.

Miami C/A.

MIAMI—Flying time and a small set of CAP Wings are the awards given to the cadet chosen "Best Cadet of the Month" in Miami Squadron A. The awards are given to the cadet receiving the most merits for one month.

P.I.O. C/Sgt. John J. Tonry sent the editor a list of officers as he felt they were very efficient and worthy of some kind of thanks. His squadron's officers are:

C 1/Lt. Ronald C. Chivers, Commanding Officer.

C 2/Lt. William "Bill" Townenthal, assistant Commanding Officer.

C/Sgt. Tommy Hedges, Adjutant.

C/Pfc. Pat Bigelow, assistant Adjutant. (He is always there

Around the State

when you need him.)

C/Sgt. Bill Edwards, Personnel Officer. (Best sport in the squadron.)

C/Sgt. Jerry Hunt, Communications Officer.

C/Cpl. Frank Parrot, Supply Officer.

C/Sgt. Bob Dobbs, Operations and Training Officer.

C/Cpl. Joe Loewry, Flight Leader. (He tells you off with dit's and da's.)

Cadet Advisor, Major Tom C. Waggoner.

SWAP COLUMN

Rates are \$.03 per word with a minimum of 25 words, payment to accompany order and copy.

Advertising in this column is for CAP members only and will remain strictly non-commercial.

Mobile Control Head—Has red and green pilot lights, filament switch, volume control, built in speaker, m. a. meter, mike jack, phone jack, and nine point socket; with ten feet of nine conductor control cable and wiring diagram—\$15.00 or will swap for four 807s or one 6146 and two 807s. Money back if not satisfied.

NEWS and VIEWS, Box 878, Venice, Fla.

Will trade Eimac 4PR-60A and 715-c for 1000 v. 500 mil power transformer and rectifiers. 715-c lists at \$63.00. Tubes can be used on HF and VHF. Make terrific finals. NEWS and VIEWS, Box 878, Venice, Fla.

To trade for airplane in good condition—1952 Nash Ambassador Super Four Door sedan with heater and hydramatic. Russell E. Husted, 513 7th St. W, Bradenton, Fla.

Over The Waves

Compiled with the Aid of
Lt. Col. W. T. Criswell
Wing Director of Communications

New Roll Call in Effect

Due to the fact that so many of the Cadet squadrons in the state meet Monday nights leaving no time for on the air practice, the time usually used for roll call on Monday night has been set aside for training purposes.

An informal roll call will be held every day Monday through Saturday between 0730 and 0800. Squadron stations will alternate each day and conduct the net for that particular date. If you wish to volunteer your services, call Sparrow 36 and get on the list.

Formal roll calls will be held every Sunday afternoon between 1300 and 1400 hours.

"THEY SAID . . ." NOTES FROM THE WEEKLY BULLETIN

Major Matt Pilcher, CO Sarasota Squadron: "This wing paper is an excellent coordinator of activities."

Lt. Col. Kruger, Wing Safety Officer; Maj. Earl Higginbottom, Engineering Officer, of Stuart Squadron and Capt. Tobey Engbertson:

"We feel that this is an asset to CAP and should get full cooperation of everyone."

Major Edward Fabry, CO of Tampa Squadron: "Good deal, this is something we have needed for a long time. It is almost impossible for squadron COs to get together due to the overlapping meetings nights. This paper will alleviate that very much."

Confidentially Major, we hope to eliminate that trouble.)

First Lt. Hudson Holland, CO of Manatee County Squadron: "All see it the Wing meeting was a great success. I just wish everyone could have been there."

Major G. W. Pitts, CO of Mobile Support Unit: "You and your staff are doing a fine job. You have our wholehearted cooperation."

First Lieut. R. L. Conway, Aviation Instructor, Hillsboro High School: "We had a time getting CAP sold to the school but with the help of Major Fabry and Col. Baumberger we made it."

"You are doing a fine job and I will help you in any way possible."

Major Winslow, CO of West Coast Search and Rescue: "This paper is the best thing that ever happened to Florida Wing, and to help you, I will see to it that "NEWS and VIEWS" is presented with an addressograph."

(Major, such help is very deeply appreciated. Thanks to you and your unit.)

Pilot Ratings

To Pilot:

Edgar H. Smith, Jax 5.
Augustus B. Raiford, Jax 5.
Henry V. Hanson, Jax 5.
Roy W. Coy, Melbourne.
Jerome Jacobs, Miami 1.
Fred G. Koepnich, Lantana.
Herbert L. Davis, Jax 5.
Leighton L. Baker, Lake Sq.
Earl T. Hunt, Palm Beach Sq.
Wayne Bogard, Marianna Sq.
Philip E. Hoffmeister, Wg. Staff.
Randall Hall, Jax. Sq. 5.

To Command Pilot:

Maj. Alfred T. Whiteside, Jax, Gp. 2.

To Senior Pilot:

Capt. James P. Page, Jax, Gp. 2.

To Observer:

Elizabeth M. Mow, Wg. Staff.

UTILIZATION AND IN COMMISSION RATE OF ON-LOAN AIRCRAFT

The desired minimum utilization of on-loan aircraft is 20 hours per aircraft per month. An 80% in commission rate is considered minimum. The wings that achieved or bettered both of these desired minimums during the month of September are: (DCSS)

	Utilization Rate	In Commission Rate
Florida	40.7	80%
Georgia	25.7	96%
Illinois	23.4	94%
Iowa	20.4	88%
National Capital	23.0	90%
Oklahoma	20.8	98%
Texas	20.0	81%
Hawaii	25.2	80%

NOTIFICATION OF CHANGE OF ADDRESS

Commanders are requested to inform senior members to notify national headquarters of any change of address.

Change of address should include old address and new address and be so indicated. Members should forward change of address direct to national headquarters at:

National Headquarters,
Civil Air Patrol,
Attn.: DCS/Personnel
Bolling Air Force Base
Washington 25, D. C.

A PILOTS 10 COMMANDMENTS

One day during our cocky stage of learning how to herd a plane through the ozone, our sails were slightly deflated when our instructor handed us the following:

1. Thou shalt not become airborne without checking thy fuel supply.
2. Thou shalt not taxi without using caution.
3. Thou shalt maintain thy airspeed lest the earth arise and smite thee.
4. Thou shalt not let thy confidence exceed thy ability.
5. Thou shalt not allow indecision in thy judgment.
6. Thou shalt not perform acrobatics at low altitudes.
7. Thou shalt make use of thy carburetor heat
8. Thou shalt use common sense and good judgment at all times.
9. Thou shalt keep thy physical current.
10. Thou shalt know that a good pilot is a safe pilot and that ye bold pilot is seldom an old pilot; thou should set thy horizons on becoming an old pilot since there are no bold pilots.

COMMANDER'S COMMENTS

Promotions

Major W. T. Criswell, Wing Director of Communications was recently promoted to Lieutenant Colonel.

1st Lieutenant Louise Pitts, adjutant of Mobile Support Unit has been promoted to Captain.

To Second Lieutenant:

John P. Jackson, Anna Maria
Victor F. Israel, Jax 4.
Henry V. Hanson, Jax 5.
James T. Godwin, Marianna Sq
Edgar H. Smith, Jacksonville 5

To First Lieutenant:

Walter E. Matherly, Clearwater
Agnes E. Torrence, W. C. S. R.
Harold S. McCloud, Gp. I.
Cecil O. Johnson, Marianna.
Carrell K. Howie, Marianna.
Jamie V. Forbes, Marianna.
Herbert L. Davis, Jacksonville 5
Joseph R. Chancy, Marianna.

To Captain:

Samuel D. Well, Gp. VII.
Lewis C. Scalzo, Miami Sq. 1.
Arthur J. Ruth, Hollywood.
Joseph E. Platt, W. C. S. R.
Romaine T. Herr, Pinellas C/S
Eilene Criswell, Wg. Hq.
Ronald B. Culligan, Marianna.

To Major:

Philip E. Hoffmeister, Wg. Hq.
James P. Page, Jr., Jax Gp. 2.

The following promotions and appointments have been made this month in Bradenton Squadron Separate:

To be Executive Officer, 1st Lt. Carol Ann Zugelder.

To be Flight Leader of Flight C. 2nd Lt. Gerry Schott.

To be Assistant Flight Leader with rank of Sergeant, Pvt. I. Bell.

To be Assistant Flight Leader with rank of Sergeant, Pvt. M. Winn.

To be Medical Attendant, 2nd. Lt. Gerry Schott.

Calendar of Events

Saturday, November 12—Melbourne C. A. P. Squadron is having a big display, air show and dance.

January 19-23—Miami C. A. P. in cooperation with the Miami Chamber of Commerce, is presenting an Aviation Parade Show. (We hope to have more details later.)

"LETTERS TO THE EDITOR" COLUMN

To you people who will read NEWS and VIEWS and wish to comment or voice an opinion, we will gladly accept your letters. Nothing of a scurrilous nature will be published. The editor reserves the right to reject or publish any such correspondence. Names of correspondents will be withheld on request, but all communications must be signed.

HEADQUARTERS FLORIDA WING CIVIL AIR PATROL

Office of Director of Cadets
Fort Lauderdale, Florida

Dear Editor:

I have just finished reading the last issue of NEWS and VIEWS, and I should like to congratulate you and your staff on doing a wonderful job.

In my opinion this is something needed by our wing and you are to be commended for taking the initiative to produce such an outstanding contribution to furthering the cause of Civil Air Patrol and to bring the many units and members of the Florida Wing together.

If there is any way in which I might be of service to you, please call on me.

With best wishes for the success of your undertaking, I am

Sincerely yours,
Luther L. Dameron,
Lieut. Colonel C.A.P.
Director of Cadets

(Thank you, sir. If the rest of the wing felt as you do, this wing could be tops in the nation.)

MOBILE SUPPORT UNIT CIVIL AIR PATROL Group 111

SUNSHINE SPRINGS, FLA.

Dear Editor:

Subject: Organization and Personnel of Mobile Support Unit.

1. The Mobile Support Unit, its officers and personnel congratulate you on the splendid October issue. This will result in a better understanding of the problems we face.

I believe you are better acquainted perhaps with the many disadvantages we have had, the misunderstanding of the purpose of MSU, and the cause and reasons for the ill feeling on the part of some squadrons because of lack of knowledge of provisions that are provided for them. We have endeavored to give you the facts and will appreciate your breaking down and rewriting if necessary to give to the personnel in Group 3, its 21 squadrons, the correct information on the purpose of MSU.

2. Since we are the only MSU in the state, it is very easy to misunderstand and misinterpret the meaning of MSU, and we feel that if the squadrons understand and will cooperate, our duties can be twofold and they can enjoy the assistance we hope to be able to provide.

3. We are a headquarters unit and therefore our instructions must come from headquarters. We will make every effort to comply and render any assistance possible. Thanks for your interest.

G. W. PITTS,
Major
Commanding Officer
Mobile Support Unit

HEADQUARTERS Bradenton Squadron Separate CIVIL AIR PATROL

To: Editor NEWS and VIEWS,

Subject: Cadet Membership.

From: Major John B. Leffingwell,
Commandant of Cadets

1. Can you tell me why young men who are soon to be called into military service, young men who have the draft board breathing down their necks, do not take advantage of the training offered by the CIVIL AIR PATROL CADETS? When Uncle Sam says "Come hither," they will be basically trained and if they have received a CERTIFICATE OF PROFICIENCY they will be able to enlist in the AIR FORCE with non-commissioned rank which will give them a great advantage over the regular enlistees. This training costs them nothing except a uniform, and it is a voluntary enlistment, not like the National Guard and Naval Reserve. You join only for the time being and may resign at your pleasure.

2. Bradenton Squadron has, in the last three years, sent eighteen young men to the armed forces. They have all made good and have been promoted over young men who did not have the CIVIL AIR PATROL CADET training. This they claim was due to their Basic Training received in Bradenton Squadron.

John B. Leffingwell,
Major, C. A. P.

"AWARDS"

A Certificate of Proficiency has been awarded to Major Frank G. Kendall, CAP 412900, Commanding Officer Miami Squadron 2.

ADVERTISING RATES

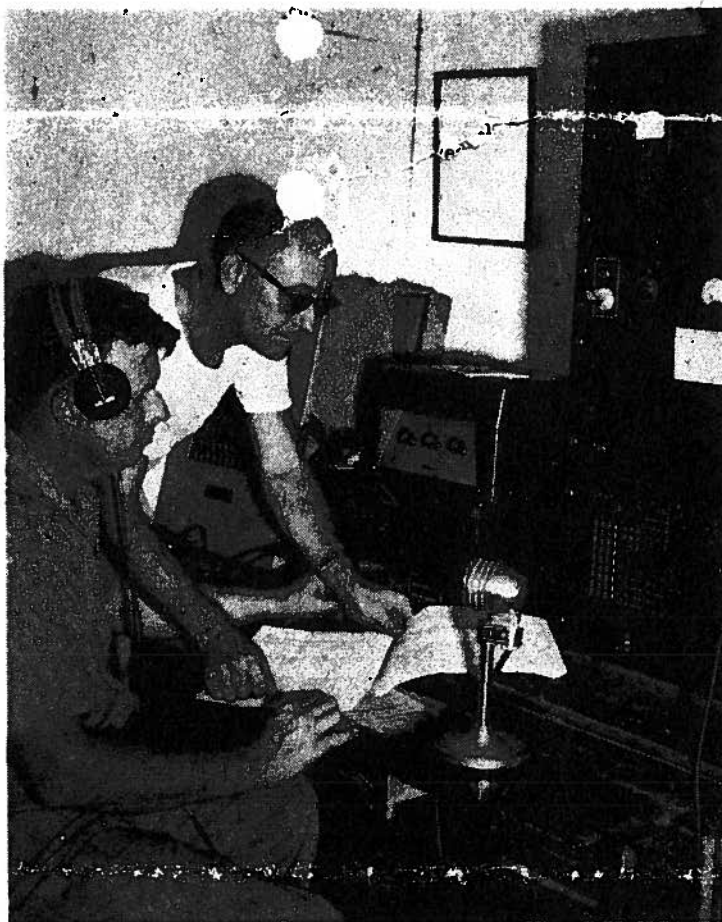
	1 Issue	6 Issues	12 Issues
Full Page	\$ 60.00	\$324.00	\$612.00
Half Page	35.00	189.00	357.00
Quarter Page	20.00	108.00	204.00
Eighth Page	10.00	54.00	102.00

Display advertising will not be accepted for less than one-eighth page. Smaller advertisements will be placed in the classified section at the current rate of \$.08 per word. Contract rates can be arranged in the classified section

CLASSIFIED ADS

FOR SALE—One 9x6 airplane and Rescue Squadron, C.A.P. P. tire to fit DC-3 tailwheel, new. \$20.00 or trade for 2 J5 Cub tires, O. Box 1205, Station A, St. Petersburg in good shape. West Coast Search burg, Fla. N-1t

On The Air



Pictured above are W. C. (Bill) Rinehart, commanding officer of Venice Squadron and Vince Fette, owner of Fette's Flying Service (with phones) standing by for roll call for Crane 59.

(Venice Gondolier Photo)

Venice Squadron Plans Big Air Show

William C. (Bill) Rinehart, commanding officer of the Venice Squadron, and former commander of the Kentucky Wing, recently disclosed plans for a big air show. Says Bill, "We hope to work this in during the week end of the Early Wynn Invitational Golf Tournament to be held in Venice January 27, 28, 29, and 30.

There will be spot landing contests, some bombing runs, and several other attractions which

the average pilot should be able to do. We are planning a big barbeque on the beach and hope to have a big crowd."

Let's all plan to be in Venice for this shindig and give them all the support we can.

By the way, there will be many stars of baseball and golfing fame who are going to be present; and who knows, if you like to play golf you might end up playing against one of these grand persons.

So remember to keep the week-end of January 29-30 open and we will see you there!



The 'GATOR CAPERS



VOL. I

NOVEMBER

NO. 3

Nov 60

Mrs Beutlich Becomes First Florida Member At Large

Mrs. Rolf Beutlich became the first Member-at-Large in the Florida Wing on 15 November. Col. Joseph F. Moody, Commander Florida Wing, presented Mrs. Beutlich with her CAP membership card at Wing Headquarters. Marianne, wife of AF-LO, Florida Wing, has been putting in her hours at Wing Headquarters assisting in the administrative field. Mrs. Beutlich shares her husband's enthusiasm for the CAP program. Florida Wing welcomes Mrs. Beutlich and hopes to recruit a few of the young Beutlichs (5 in all) who range from the nursery set to high school age.

CAP Honor Guard To Greet Governor

Second Lieutenant Leroy E. Barnett, Jr., New Smyrna Beach Squadron, is coordinating with Daytona Beach Junior College on its official dedication on December 8, 1960.

Governor Leroy Collins will be met by a CAP Honor Guard from units of Group VI. A CAP fly-over will be a highlight of the dedication ceremonies.

Take a bow, Lt Barnett. This is the kind of community relations we need for Florida Wing prestige.

Group VI Staff Feted at Fly In Breakfast

Over 50 CAP Seniors and Cadets drove and flew in to Daytona Beach Municipal Airport to attend the monthly Group VI Fly-In Breakfast on Sunday, November 13.

The meeting was held at the AFRes Center. Major Charles Faraldo, Daytona Beach Squadron Commander, supervised preparation of the hearty breakfast.

Lt Col Al Rhodes, Group VI Commander, presided at the meeting. Major Rolf Beutlich, Florida Wing LO, briefed the group on the new Supply system and urged units to make their needs known to Wing. Equipment will be obtained when possible only after a request has been made. He pointed out that Squadrons could expedite procurement by contacting their area screening representative concurrently with requesting supplies through channels. Beutlich also discussed the broad national scope of CAP in Civil Defense if we can "get our house in order".

What'll You Have?

It isn't often that a newly formatted publication borrows its feature editorial; especially for the first issues. However, this excellent article was brought to our attention and we'd like to tip our hats to Captain Barbara Nelson of the Anniston Squadron, Alabama Wing, who edits Countdown from which this article was taken.

What do you have for senior training? Some squadrons have all communications, others all navigation, meteorology, etc., while others have no senior training at all.

Having heard the pros and cons of this type of training we would like to set forth a few ideas on the subject.

National Headquarters has put out some very good manuals that could and should be incorporated in all senior training programs.

Let's start with a class in CAPM 50-1, Introduction to Civil Air Patrol. We must all study this manual when we first join, but does it stay with us? A review of this manual for old members, as well as those just joining is well worth the time.

CAPM 10-1, Administrative Guide; and CAPM 20-1, Job Description Guide, are very good to acquaint all members with the proper procedures on letter writing, inclosures, etc., as well as who is to do what job. Being familiar with all staff officer's duties, stops confusion in who does what.

CAPM 50-4, Leadership in Management, Administration and Staff Organization, is a must for all personnel who wish to become staff officers or those who already hold staff positions.

All flying personnel will be interested in CAPM 50-5, The CAP Observer. Every year at the annual effectiveness test there is a shortage of qualified observers. We have enough aircraft in this Wing to get the 10 hours flying time required, so let's study this manual and get the ground instruction, too.

"Aerospace" is being incorporated into CAP more and more. CAPM 50-6, Aerospace Orientation, is another must.

Communicators as well as pilots and cadets, should study CAPM 100-2, CAP Guide for Radio Operators. Anyone who flies a CAP aircraft with a radio installed, and uses a CAP mobile unit or fixed station, HF or VHF, must study this manual to know the correct operating procedures.

There is also a Survival Guide to become acquainted with, as well as the seven cadet study manuals.

How about the CAP Regulations? Do you know all there is to know about them? Of course you don't; no one does. All that is required is a general working knowledge of all regulations.

Uniforms are a constant concern to all personnel and proper wearing of the uniform is good study material five or six times a year. People need reminding on these things.

Keep the program varied, 30 to 40 minutes for each class, plus a business session. This makes a good weekly meeting.

Let's hope that no one in the Wing is ever heard to say, "We don't have anything to use in senior training".

Col J Moody, Comdr

Lt Col E Campeau, Editor

Published monthly by Florida Wing, Civil Air Patrol
Box A-1911, Orlando Air Force Base, Florida

FYI

Since the last edition of this sheet made the rounds of the units, something new has been added. First, the Gator CAPers has a full time staff to handle its publication. The office has been relocated at Wing Headquarters and, as you can see, the format has been temporarily changed. Other changes are in the offing. The staff is trying to acquire photographic capability for your newspaper.

The staff, headed by Lt. Col. E.J. Campeau, Wing Information Officer, is made up of Majors Kip Moulton, Julian Case and SM Tom Davis.

Now that we are a centrally located unit we hope to be able to put out a well balanced news sheet with an assortment of stories and news items that will interest you and the 2700 others making up the corps of the Florida Wing.

In theory it goes like this. The staff collects all the information, selects items of interest and develops other ideas for story material. Then off to the printer and there you have it. But this is only in theory. We must have your help if we are to serve you. You can best help by keeping your unit IO informed. Your IO will in turn forward your stories to the Gator CAPers. If you do not have an Information Officer, send your material direct to the editor at Wing Headquarters, Orlando AFB.

Like any other news outlet, our greatest enemy is the time clock. Material must reach the editor's desk before the 25th day of the month. News items should be sent as they happen. This staff needs time to edit copy and by submitting your copy early we will be able to put out a better publication for your information and enjoyment.

Gator CAPers will only be as interesting as you make it. We cannot manufacture news from Headquarters. So, read it and if you are not satisfied with the coverage, do something about it.

Ed.

STUART Squadron Slates Anniversary Dance

Stuart Squadron, commanded by Major Al Keaton, plans to hold a 19th Anniversary Dinner-Dance on December 3rd. Col. Joseph Moody and Mrs. Moody, Major Rolf Beutlich and Mrs. Beutlich, and Lt Cols George Fisher and Al Whiteside will attend the celebration at Stuart.



KNOW THE WING STAFF

Lt. Col. Luther L. Dameron, Deputy for Cadets

Lt Col Luther L Dameron, Deputy for Cadets, became interested in aviation in 1936 and learned to fly at West Palm Beach. Enlisting in the Army Air Force as an Aviation Cadet in June, 1941, Dameron was discharged in 1944 as a result of a physical disability incurred in the line of duty.

As President of a Flyers Club in Ft. Lauderdale, Col Dameron made up his mind that he would organize a CAP squadron. Col Joseph Moody, then Deputy Wing Commander, activated the squadron at Ft. Lauderdale in 1949. Dameron commanded the squadron until July of 1952.

In the summer of 1951 he had escorted his cadets to the Wing encampment and upon arrival was appointed Encampment Commander when the assigned commander did not report in for duty. His extraordinary ability to organize, establish on-the-spot policies and implement procedures resulted in his appointment at the Tyndall Encampment as Director of Cadets for the Florida Wing. The success of the 1952 encampment was in large measure due to the judgment, acumen and effective leadership demonstrated by Lt Col Dameron. Major Gen. Lucas V Beau, then National Commander, CAP, initiated a letter of commendation for efficient encampment operation after a Southeastern Regional and National inspection.

Since his appointment he has served as Encampment Commander for 3 subsequent encampments, escort officer on IACE to Switzerland in 1955 and in 1958 was appointed Deputy Wing Commander. At the 1960 encampment, Col Dameron requested re-assignment as Deputy for Cadets. Dameron stated that his primary interest is in the Cadet Program and he felt that his efforts would be more beneficial to CAP and to himself in this capacity. His goal for the future is to see Florida Wing in the Number One position nationally on a cadet evaluation.

Luther and Louise Dameron are the parents of 3 children: Mike, 15, Linda 13, and Diane, 11. Louise has been a devoted CAP member and as a Captain serves as IO for Wing Cadet Headquarters.

* * *

Georgia Comm. Officer Wants Communicators Pictures

Captain W.P. Clifton, Statesboro, Georgia, has come up with an interesting project for the SER Communicators. He has requested that Florida communicators send in their photos for publication in the proposed Southeastern Region Communicators directory. Capt. Clifton requested ID type photos of 1st and 2nd operator along with name, call sign and squadron. For further information, write to Capt. Clifton, Route 1, Statesboro, Georgia.

The Chaplain's Corner

By Chaplain Earl V. Farmer

Chaplain Kullowatz, in his bi monthly newsletter, mentioned a very effective system of assisting Cadets in writing 1500-word essays. We have requested the National Chaplain to furnish us with a copy of this outline and as soon as we receive it, we will mimeograph copies for all the Chaplains in the Wing. Let us know what you think of this when you have received it.

The new Chaplain Application Kits are available for the recruiting program. This kit will give all the information necessary in applying for a commission as a CAP Chaplain. Please send in your request to the Wing Chaplain's office. Let's have a chaplain in every unit.

Application for renewal of Senior membership is something that should be looked after immediately by every Chaplain. Please send in your renewal application at once. Dues are as follows:

Major - \$15.00

Captain - \$10.00

EM-1st Lt. - \$7.00

Word has been received that Chaplain Jules D. Jernigen, Group 4 Chaplain, has moved to a new pastorate in Mississippi. Even though we regret losing him, we feel that there are great things in store for him in the Chaplaincy of the Mississippi Wing. We ask God's guidance for him in his new location.

Would each Chaplain in the Florida Wing be willing to give a thumb-nail sketch of his past history, present appointment, and family information for Gator Capers? Wing Chaplain feels that this would be an excellent method of introducing all our Chaplains to the Wing. Please let us hear from you.

The CAP Chaplain, by his presence and personal witness, imparts a highly desirable and needed spiritual influence on all CAP personnel - an influence greatly needed in our country today.

FLORIDA CHAPLAIN'S PROGRAM SECOND IN REGION

The Wing can well be proud of the Chaplain Program in Florida. Chaplain Farmer can be proud of the record his staff has set. Florida rated second in the Southeastern Region and 22nd in the National rating for Chaplain activities during the first half of 1960.

Three Units Apply For New Charter

Eglin Cadet Squadron, West Miami Squadron and Carol City Flight have applied for new charters. Eglin Cadet Squadron is commanded by Second Lieutenant John R. Hyland. James K. Lanahan commands the West Miami unit and Carol City Flight is commanded by W/O Malcolm E. McCallum.

Hyland joined CAP in 1958 and was formerly a member of the Okaloosa Squadron. Unit Information Officer is listed as P. J. Friel. The Executive Officer for the new unit is Lt. William Kobos, well-known former outstanding Florida Cadet.

W/O McCallum joined the North Dade Squadron in 1958. He holds the aeronautical rating of pilot.

Lt Col. Stonesifer Returns From Western Vacation

Lt Col Robert M Stonesifer, Wing Supply Officer, returned from a week vacation taken in New Mexico early in November. He was loaded with Indian jewelry from the Land of Enchantment. Stoney is back on the job. Lt Cols Stonesifer and Fisher work practically all day, every day, handling the tremendous amount of administration funnelled to the Headquarters. The Wing is fortunate in having such dedicated CAP members who work so hard on behalf of the squadrons.

Assistant I.O. Returns From Key West Trip

Tom Davis, Assistant Information Officer, just returned to Orlando Air Force Base after a week TDY at Key West where he was sent to coordinate information activities with NASA, Navy and the Air Rescue Service for the recovery of a space capsule in conjunction with Project Mercury.

Davis, who is assigned to ARS, explained that the Air Rescue Service has been charged with the responsibility of recovering the astronaut from the space capsule should he land in the ARS assigned area.

The Key West operation was a practice mission to recover the space capsule from the sea. The model capsule was delivered from Cape Canaveral to Key West. Pararescue personnel, trained in SCUBA diving by the U S Navy, parachuted from SA-16 aircraft to affix specially designed flotation device to the capsule to effect recovery of the astronaut. These jumpers were outfitted with full SCUBA diving gear.

Pararescuemen, long recognized as precision parachutists, highly trained medics and experts at survival under any conditions, now have the additional capability of underwater rescue.

At the conclusion of the exercises, Davis returned the model capsule to Cape Canaveral before returning to the Orlando area.

General McElroy Lauds CAP Communications Net

General McElroy, our National Commander, is very proud of the 13, 212 CAP stations which represent the largest controlled Radio net in the world. The National Inspection Team urges all operators to increase the effectiveness of Communications and utilize equipment to the fullest. Commanders of all echelons should monitor their nets to receive information and traffic. We have the capability, so let's use it.

A Little Cressbriess From Ft. Pierce

The Fort Pierce Composite Squadron found what they thought was an Aide de Camp to General Custer, but after a haircut and a close shave it was discovered he was one of General Black Jack Pershing's reconnaissance experts in Old Mexico who has agreed to enlighten the Gator Capers of life in the Olde Aviation Section of the Signal Corps. What Squadron carried the first mail? Who dropped a 16 lb sledge hammer in a Jenny fire? Who made the Adjutants irritated at Pershing's Headquarters? What Squadron had a Calvary Troup of burros? Who slept with the rattlesnake to keep warm? What Squadron went without breakfast because of a little Gilla Monster? The above subjects will be covered if you readers want the news from the Pancho Villa direct. Write to Pancho, in care of the editor.

Fort Pierce Airplane Disappears From St. Lucie Airport

One 4-place Beech Bananza. Painted yellow, black and white. Serial Number 4273-D. Disappeared from St. Lucie County Airport. United States Border Patrol and Fort Pierce Composite Squadron would like information regarding same. Please return to Chester Bolin.

Welcome Extended for Celebration

Fort Pierce Composite Squadron wants to extend a welcome to anyone who can fly in or drive in and get acquainted during the 19th Anniversary Celebration. The Special Project Officer is trying to arrange for a static arm display. We will have a CAPable female who'll prepare and serve hot dogs that promise to be out of this world. Refreshments will be available. Come to Fort Pierce and get into orbit.

Major Arnold Back on Job After Losing Bout With Horse

Ft Pierce Squadron Commander, Major Barbara Arnold, is back on the job after an uncomfortable and serious injury which put her in the hospital most of this month. Major Arnold was kicked by a horse. We're all glad to know that she's home and holding her own.

Pleeze!! Mr. Castro, We WANT to Go.

If Mr. Castro will just let the tension cool down a little, we may be able to have some aerial cover for our Ft. Pierce Anniversary observance, Sunday, December 4. Don't be too surprised if the Air Force band shows up. This writer spent 8 hours in the Pentagon trying to see General Spaats to try to have a CAP cover for the VFW National Convention in Philadelphia. From desk to desk and around and around, brief case inspection every other minute and we found out it couldn't be done. But the parade was covered. Good Old Air Force!

Better Watch out Santa Claus is Acommin' t'town

It has been rumored that Santa Claus will fly to Fort Pierce on an early evaluation mission to visit the Squadron and to check on the conduct of the Seniors. He will land at the St. Lucie County Airport, Sunday, December 4 as reported by Mrs. Santa

North Dade Holds Practice SARCAP Mission

North Dade Composite Squadron held a practice SARCAP at Air Glades Airport, west of Clewiston, on the 30th of October. Warrant Officer Don Cunningham, Squadron Training Officer, served as mission Coordinator. Along with North Dade Squadron members, Capt Doane and members of Clewiston Squadron, Capt Ron Billib, Sarasota Squadron and Major Summerson and First Lieutenant Molynous, Group V staff participated.

Four targets were put on land and on Lake Okeechobee. All but one of the land targets were located before the mission was secured. Eight aircraft flew a total of 8 sorties with over 11 flying hours. Six mobiles were utilized, 11 radios were utilizing Channel 7 and 36 members and 8 cadets put in a total of over 430 man hours.

Major Bowen, North Dade Squadron Commander was well pleased with the capability of personnel to move into an advance base and conduct a mission with such a high degree of efficiency.

Tampa Squadron Aids County Sheriff After Crash

Captain Harvey Wittner, Information Officer, Tampa Squadron, commanded the Hillsborough County mission of guarding the wreckage of a Swift 145 piloted by Charles Brainerd during a flight from Peter O Knight Airport, Tampa, to a construction site about eight miles east of Tampa. Brainerd, flying blueprints to the foreman, dropped the prints and crashed approximately 100 feet from the drop zone. He was killed instantly.

Hillsborough County Sheriff Department requested the CAP to stand guard until FAA could complete an investigation. Major Pilche, Captains Wittner, Kelly, Jerkins, 1st Lt Garrett, Chaplain Farmer and Senior Members Myers, Keppel, Cadets Singleton and Murphy participated in the mission.

Courses Hold Key to Promotion System

With the new promotion requirements going in effect on December 1, it is believed that interest in ECI will increase. The Extension Course Institute is adding new courses all the time. Latest announcement of interest to CAP personnel is that of Education Technician, 7513. This course covers in theory and application, the duties and responsibilities of the education technician. No special qualifications are needed to enroll for the course.

Major Kip Moulton, Assistant Information Officer, completed the 7200 Course (Information Officer) in June. The IO section at Wing Headquarters would like to hear if any other IOs have finished the course or if they are enrolled.



The GATOR CAPERS

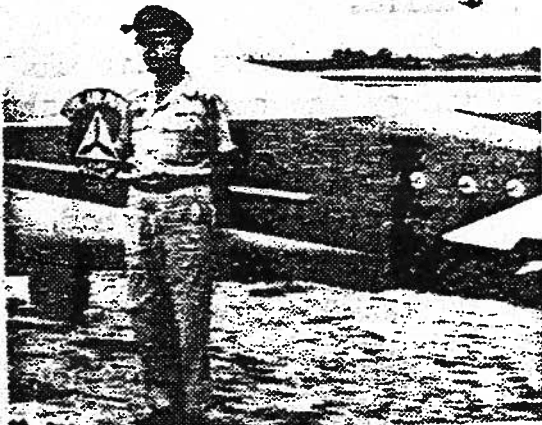


Vol IV

APRIL 1963

No. 3

Colonel Moody



Retires

On the seventh of March, 1963, Colonel Joseph F. Moody retired as Commander of the Florida Wing. He has been offered his choice of several National Board positions but will wait until he gets back his health before deciding.

He has just taken over full responsibility of operating his hotel. The press of business just will not permit spending the long hours required of a Wing of the size of Florida.

Colonel Moody was one of the original members of the Florida Wg.

(Continued on page two)

Florida Wing Second Nationally

National Headquarters keeps a record of how Wings are meeting the long Range Plan Goals. Delaware was in first place for 1962 with 949.4 points. Florida Wing was second with 923.3 points.

We were awarded the maximum number of points in seven categories, Cadet Enrollment, Senior Enrollment, Cadet Encampment, Cadet COP's, Licensed Pilots, Privately Owned Aircraft, and CAP-CD Agreement. We earned 136.3 points out of a possible 150 in Effectiveness Tests, highest in our region and third highest in the nation. We lost points in Cadet Special Activities only because the applications were not correct.

The goals of the Long Range Plan are higher this year. We will have to offer good programs for both cadets and seniors if we are to keep pace with the times. We have promised to make good on this long range plan, and we will.

COLONEL MOODY RETIRES (Continued from page one)

He began as a CAP pilot in 1941. Then he became Commander of the Orlando Squadron. On 30 Sept 1949 he became Commander of the Florida Wing. His tenure of more than thirteen years earned him the title of "Dean of Wing Commanders."

He has received many awards and decorations during his long career of service, including the Blue Service Ribbon with three Oak Leaf clusters, the Distinguished Service Award, the Wartime Active Duty Service Ribbon, and the Twenty Year Ribbon. He also has served on many National Board Committees.

Under his leadership, this Wing has grown tremendously, not only in size but also in quality. He started the policy of selecting the best possible wing staff officers, regardless of their location, and of giving them the responsibility and authority they need to carry out their work. Other Wing Commanders who had originally frowned on this method have come around to doing the same thing in their own wings.

The entire membership of Florida Wing, Civil Air Patrol, recognizes the debt to Colonel Moody that they can never repay. We all find words are inadequate to express our love and devotion to a dedicated CAPer, a wonderful man, and a fine gentleman, Colonel Joseph F. Moody.

PUNTA GORDA SQ MAKES R O U N D (By Lt Col Ed Campeau)

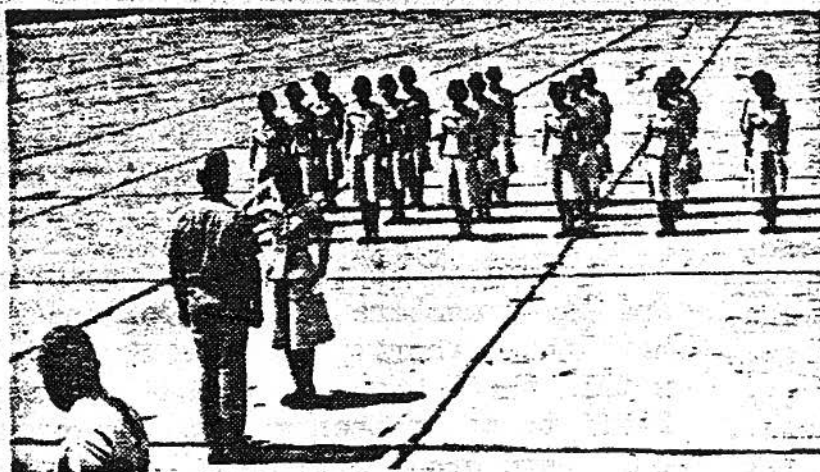
The Punta Gorda Sq and the Coast Guard Auxiliary joined forces to save Mr. Carl Campbell and his fifteen year old daughter Debbie. Pilot Andy Crane and Observer Jim Ogan were making their Sundown Patrol when they saw the 16 foot boat in trouble in the Myakka River. They radioed to Major Sam Nicaastro who called Comdr Rumsey Thompson of the 98th Flotilla.

The aircraft radio was provided by the county. Ashore, Debbie said the small plane that found them was the most beautiful sight she had ever seen.

A BAD FIRST PLACE

(by Lt Col John McDonald, D/Ops)

"We are near the top in our aircraft accident rate", reports the D/Ops. Those who wilfully disregard rules and regulations put themselves and others in danger. Those in positions of trust and responsibility at all levels must insist that our aircraft and vehicles are operated safely, and enforce the rules for the protection of the innocent. There can be no "compromise" with safety.



THE 1962 FLORIDA WING CHAMPION DRILL TEAM

WING DRILL COMPETITION

The photo shows the Miami All-Girl Squadron reporting to the judge to start the 1962 Southeast Region Competition, which they won. This is the team the other Florida Wing Squadrons will try to beat at Opaloka April 26th. The girls will be trying just as hard to win again.

KEY WEST CADETS

(by Lt. Col. Campeau D/Info)

The Key West Cadet Squadron is, of course, an auxiliary of the USAF. The same group of boys also form Conch Cadet Junior Rifle Club. The US Army provides the ammunition and the US Navy provides the rifle range. I'll bet the Marines provide instructors and the Coast Guard provides the fathers.

NO ID CARD YET?

(by Lt Col Ray Kraemer, D/Pers)

Nat'l Hq. advises that members should wait 60 days during renewal time and 90 days at other times before checking on their ID Card. Start your checking at your own unit and go thru channels. Very often these headquarters have the answer for you.

NEW SQUADRONS

The new Benjamin Franklin Cadet Sq. is the first one we know of in Florida that is sponsored by and meets at a high school. This is a very natural affiliation and worth trying in your area.

Jack Larks commands the new Titusville Flight near Patrick AFB. The St. Augustine Flight and the Lake City Flight have been reestablished. Welcome to our growing family.

NEW CADET UNIT FOR GP II

(by Capt Bob Moore, Gp II)

The new St. Johns River Cadet Sq named S.M.L.S. Johns has its Commander. SM L. Holt is the Training Officer. Their first meeting was a weekend bivouac, 8th and 9th March. The City of Palatka donated a building and a plot of ground at Key Larkin Airport. The Palatka Sq., commanded by Lt. Marv Rivenburgh, gave up its cadets to form the new squadron.

PEOPLE IN THE NEWS

Colonel Moody is now out of the hospital. He is recovering from pneumonia. Mail sent to Wing Hq will be forwarded to him...Miss Starling of the Duval County Easter Seal Society presented Lt Merle Shoaf of the Fort Caroline Cadet Sq with a Certificate of Appreciation. The cadets worked all week preparing and mailing 40,000 letters... Captain Joann Lockman transferred to Wing Staff as Asst D/Personnel... The Florida Health and TB Association presented NE Fla Group II with the Award for Outstanding Service to the Community for their part in the recent TB Seal drive..... Dick Mitchel, former CAP CWO and now in the Army, left for a tour of duty in Europe.... Lt Helen Keetley is conducting Red Cross courses in her home for CAP members ... Cadet Boland Alvarez, Gp III Staff, was promoted to Capt... Cadet Mary Felter, Gulf Beach, was promoted to 1/Lt.... Cadets Al Cash of Winter Haven and Bob Anderson were promoted to 2/Lt... Maj Joe Garen, formerly the US Army, joined Wg Staff as Asst Finance Off... Liz Barnard, the wife of the Wing LO, joined CAP as Wing D/Administration..... Capt Jim Sanderson took the added duty of Aerospace Education Officer ... Capt Footsie Simmons got a big writeup in the fine North Dade NEWS CAP edited by Ben Wakes.

WING STAFF MEETING

Orlando, 17 March. Lt Col duPont started the meeting by amplifying his policies which were distributed to all units in the Wing mail. No sweeping changes of procedure or Wing Staff are contemplated. He proposes slow, deliberate steps needed to better fulfill the objectives of the CAP.

Groups exist to assist squadrons and their members. Group commanders have the authority to operate CAP within their area. He asked Wing Staff to strengthen groups by working only thru group officers, except in rare cases where this is not possible.

One of the best ways Wing Staff can help groups is by good inspections. Groups will be inspected twice a year, with the first one completed by June 31.

Certain reports are vital to preserve CAP interests. CAP is notably lax in this important area. It is hoped that certain revisions will help.

The meeting ended with a standing vote of confidence for the new Commander.

WING COMMANDER PROMOTED

Ellington, Texas. The last meeting of the National Board promoted Lt Col S. Hallock duPont to Colonel, Civil Air Patrol.

GATOR CAPERS

Published monthly by the Florida Wing, Civil Air Patrol
Commander - Colonel S. H. duPont
Editor - Rolf W. Beutlich
"We never make mitsakes"

Florida Well Represented At SER Conference

Florida Wing was well represented at the SER Special Conference at Stewart AFB, Nashville, Tennessee on 29-30 October. Col. Joseph Moody, Lt Cols E. J. Campeau, Al Charland, Majors Rolf Beutlich, Julian Case, Kip Moulton, Captain Don McLachlan and SM Tom Davis attended the session.

The Phased Recruiting Program was discussed by Col Ward Reilly, SER Commander. Col Oren H. Lane, AF CAP Liaison Officer, SER, Lt. Col John Buie, USAF, Lt. Col Sarah Duke, CAP and Major Jeanne Patten were on the agenda. Lt Col Betty McNabb discussed Training problems in the region.

* * * * *

The Florida Wing stands 3rd in the SER Information program. With added effort and cooperation we can win first place.

To come in first we should have an assigned Information Officer in every unit. The IO must make regular monthly reports on Form 68 and submit to Wing Headquarters as outlined in CAPR 190-1. Carbon copies of releases as well as clippings should be included. This material must be received at Wing Headquarters on or before the 10th of the month following the month being reported. All special events, actual missions, or SARCAPS should be sent to Wing Headquarters within 14 days of the last date of the activity. A full IO report is most important. These reports should be forwarded in triplicate.

The Wing Information staff can help you only as you indicate your needs. Sample releases of wing-wide interest will be sent to you for local adaptation. Radio and TV spots will be sent. Just let us know what you need to do a better job and we'll get the material or the information to you just as soon as possible.

Any material sent to you from Region and National should be utilized to the maximum. This is costly mailing. Don't let it gather dust in a desk drawer.

Be familiar with the new IO responsibility in the recruiting of Patron Members and Members-at-large. This is a most important project and the IO must start now to fulfill his obligation with regard to this program.

In the Florida Wing, between 11 and 14 units have been reporting. This has put us in 3rd place regionally for the first half of 1960. Just think where we'd stand if the other units submitted regular reports!

Major Case to Head New Program

Major Julian Case, Asst. IO, is heading up the new CAP Patron program. The aim of this project is to acquaint persons of influence and stature about the purposes and goals of Civil Air Patrol. You'll be hearing more on this shortly from Major Case.

Region Names Sedita to Comm. Post

Florida Wing extends congratulations to Lt Col Ross Sedita, Birmingham, Alabama, on his appointment as the Deputy Chief of Staff for Communications.



FLORIDA WING



Gator CAPers

VOL. 5 NO 1

RALPH GWIN

JAN. 1964



'Gator CAPers Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator Capers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8x10" white paper, one side, double spaced. Photographs must be no larger than 5x7" or smaller than 2-1/4" x 3-1/4". No material submitted can be returned. Deadline - 15th of month preceding publication.

WING COMMANDER..... Col. S.H. duPont Jr.
DIRECTOR OF INFORMATION..... Lt. Col. Edw. J. Campeau
EDITOR..... WO Ben Wakes

VOL. 5 NO 1

JAN. 1964

MEMO from the Commander

CARRYING OUR FAIR SHARE OF THE WORKLOAD...I recently lost an uncle who had three things to say as to why he felt that some of the things he did lead him to a successful life. It so happens that this man lived to be 86 years of age and practiced what he said for many, many years.

Although I can remember hearing this saying during my past years, the Associated Press picked up his sayings and recently ran them in an article on his recent passing away. His saying went something like this: (1) A business fails when it does not make a profit (2) It pays to be friendly to ones competitors (3) You have to swear at your friends and fellow workers every now and then to drive home a point.

Let us see how this would be applicable to running a CAP unit. First of all, the measurement of the profit on a CAP unit would be its evaluation periodically. How can we decide when a CAP unit is turning a profit or operating at a loss? The main way of judging success of any size unit is the establishment of a quota system and then an evaluation system that was as fair as possible to measure the accomplishment of these quotas.

Friendliness to our competitors seems to be out of place until you stop and think exactly what it means. Translated to CAP, friendliness to competitors means competing with neighboring units, but at the same time, working with extreme harmony and good will towards the accomplishment of the mission. This is particularly important for those units which share a common town or community. This is most important in some of our larger cities where numerous units share people, airports and most important, newspapers and other media. In my opinion, it is most important to have friendly competition, but I have known cases where neighboring squadrons would not even talk to one another. This is carrying the competition too far. We must all remember that we are wearing the same wing patch. True, we would all like to see our units as the best in the wing, but we must all remember that we are all part of the overall National and Wing program and carry a responsibility to show this.

Unlike my Uncle, I do not go along with swearing at people, but I have been known to raise my voice to get a point across and I have also been known to get quite loud and disturbed when I am making a point. At times, I believe that I would do almost anything to urge you people forward toward accomplishment of the goals.

The Plans section of the wing is working on a Group and Squadron evaluation system patterned after the National Evaluation of wings, that will be broken down into categories. Evaluation will be for Cadet Squadrons, Senior Squadrons and Composite Squadrons as well as for Cadet Groups and Composite Groups. This new evaluation program will be placed into effect with the year end 1963 Figures. This should be published by late February and evaluations will be quarterly. We, at wing, feel this will let our 125 units know how they stand.

As you all begin the new year, please think of these three suggestions toward success that this one man found so helpful. In stopping to think of them carefully, I'm sure you will agree that they have their place in CAP.



du Pont

Samuel Hallock Du Pont, Jr.
SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander

CAP WEEK PROCLAIMED

Throughout the state Mayors of many municipalities proclaimed CAP Week as Civil Air Patrol began its 23rd year of operations. Typical is the proclamation reprinted below from the Winter Garden Times. All of the planned anniversary celebrations were postponed until after the observance of the national 30 day mourning period.

A PROCLAMATION
Civil Air Patrol Week
By the Mayor of the
City of Winter Garden

WHEREAS, the Civil Air Patrol, civilian auxiliary of the United States Air Force, is devoted to volunteer service to the community and to the nation; and

WHEREAS, the men and women of this organization have given unselfishly and wholeheartedly to the relief of suffering and to the safeguarding of the lives and the property of their fellow Americans through the performance of air and ground search and rescue, mercy missions and disaster relief; and

WHEREAS, these same civilian volunteers are dedicated to promoting an effective national program of aerospace education and training for our youth; and
WHEREAS, December 1st, 1963, marks the 22nd anniversary of the founding of this volunteer civilian organization dedicated to the services of humanity;

NOW, THEREFORE, I, Percy Blunt, Mayor of the City of Winter Garden, do hereby proclaim the week beginning December 1st, 1963, as "CIVIL AIR PATROL WEEK" and do hereby call upon all citizens of the City of Winter Garden to observe this week by participating in ceremonies designed to honor the men, women and cadets of the Civil Air Patrol.



Lt. Col. Norman Fisher, Commander of Group 1 and Lt. Ed Johnson, Commander of Miami Squadron 1, receiving CAP Week Proclamation from Miami's Vice Mayor Kennedy

DUPONT VISITS NATIONAL HQS.

Col. duPont, Florida Wing Commander, completed his usual bi-monthly two day visit to National Headquarters in Houston, Texas.

Col. duPont feels that a two-day visit to National helps keep him abreast of the major programs and at the same time allows him to keep in close personal touch with the staff section heads at Ellington who are responsible for the many varied programs.

Of prime importance during this recent visit was a further study of the new Cadet Program. Col. duPont learned that Florida Wing will be the first wing to adopt the new program when it is placed into effect on January 6th. He also learned that the centralized testing section is shipping exams to units on the same day as the requests are received and that corrected exam cards are presently being returned within three days of receipt.

Col. duPont finds that he can keep ahead of the new program being developed by these visits, in addition to spotting such problem areas as the new ECI Program before most wings become aware of them.



GROUPS VI & XIII VISITED

The Wing Commander and the USAF Liaison Officer both visited the December Squadron Commanders call and Group Staff meetings of Group VI and XIII.

Col. duPont and Major Barnard visited with Lt. Col. Ralph Gwinn, Commander of Group VI on Sunday 2 December, at the South Brevard Composite Squadron Building, site of the Group VI monthly call. All squadrons of Group VI with the exception of Titusville and Deland were represented by their commanders and some of their squadron staffs. Both visitors were most pleased with the progress Group VI is making and the spirit of the Group's squadrons. After the formal meeting, Col. duPont inspected the cadets of South Brevard Composite Squadron and was well pleased with their uniforms and military bearing.

Group XIII added a new squadron on 5 December. Sebring Composite Squadron was added to this fast growing group, having been transferred from Group VIII. All from Group XIII were present for the squadron commanders call held as usual in the terminal building at the Lakeland Municipal Airport. Both Col. duPont and Major Barnard commented on how well the new Group XIII was progressing under the leadership of Lt. Col. John E. Bodle. Both of the wing visitors were particularly impressed by the cooperative spirit showed by the squadrons of Group XIII.

Lt. Col. Kraemer accompanied Major Barnard to the Group VI call, and Lt. Col. Charland, Lt. Col. Milner and Capt. Altwater drove to the Group XIII call.

NEED A MATE? If so, the girls of University Cadet Squadron, Group I, could show you how to get one. At the Sadie Hawkins Dance held Friday, November 22, 1963, the male cadets of the squadron found true love, as they were dragged over to Marryin' Sam. Marryin' Sam did an excellent job considering that he charged a small fee for the service he conducted.

"All Dogpatch gatherers agree that the Stingrays did a wonderful job. We thank them for appearing and hope that they enjoyed themselves as much as we enjoyed them. Our own band appeared at this dance for the first time... and they have a style all their own... ALL their own!" said one of the members of the squadron.

W/O Jan Lowe, New Smyrna Beach Composite Squadron, received his ECI diploma on 11 Dec. 1963. This makes 5 ECI diplomas for New Smyrna Beach.



First In COPs

The Florida Wing has now moved into first place Nationally in Percent of COP quota for the month ended 30 November. Florida has a percentage of 83.6% to lead Kansas which has 79.6%.

The Florida Wing has produced 97 COP's out of its annual quota of 116. This is the first time this year that the Florida Wing has been able to move into the number one position in COP's. Last month Florida Wing moved into second from third place, where it had been for three months in a row.

Col. duPont, Wing Commander, said on December 16th, that the Wing had 113 COP's awarded or pending, and that it was almost sure of making its quota of 116 before the 31 December deadline. He also said that it would be impossible to determine the Wing's National Standing during the middle of the month, but that he was pleased with the progress the wing had made during this last month. He noted in particular that Group 1 had produced 8 COP's so far this month which accounted for the largest portion of those received this month.

The Wing Commander also noted that the units and personnel of the Florida Wing usually came through in fine shape when backed up against the wall, and showed fine competitive spirit.

RHODES GETS M S AWARD

Lt. Colonel Alfred T. Rhodes, long-time commander of Group VI and now the Wing Chief Inspector, received the coveted Meritorious Service Award at the November 23rd Wing Staff Meeting in Orlando.

This presentation to Col. Rhodes, whose record of 22 years dedicated service can't be matched by many CAP members.

GROUP XIV ACTIVATED

GROUP XIV, with Headquarters in Sarasota, has been activated by the Wing Commander, Col. S.H. duPont, Jr.

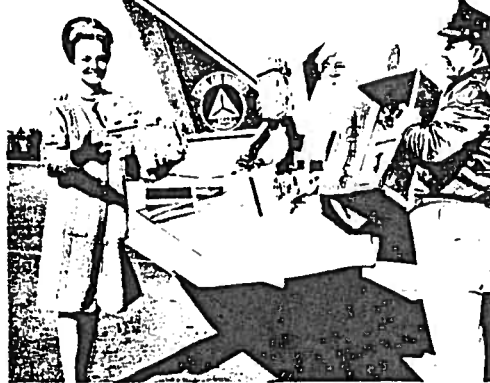
The new Group will have Major F. Joseph Kiernan, a long time CAP member, as its commander. Major Kiernan came to Florida from the New York Wing where he was a Squadron Commander. In Florida, Major Kiernan has served as Commandant of Cadets for the Sarasota Composite Squadron and was most recently Group VIII Director of Cadets.

Group XIV will start with six squadrons including Anna Marie Island Cadet, Bradenton Cadet, Manatee S & R Senior, Sarasota, Composite, Venice Composite and Wachula Composite. Several new cadet squadrons are in the planning stage and should be organized after the holidays.

Col. duPont presented the Civil Air Patrol Charter to Major Kiernan during his recent visit to Group XIV's first organizational meeting and initial Squadron Commanders call. Col. duPont spoke to the assembly at length on each unit's individual progress and concluded his remarks with a briefing on the new National Cadet Program and an outline of what he expected from Group XIV and its squadrons.

CAP GRASSHOPPER HOPS TO 2nd PLACE

Grasshoppers - women pilots, 45 of them from all over the state held a confab and contest at the New Smyrna Beach airport on 20 November 1963. 1/Lt. Nancy Klose of the New Smyrna Beach Composite Squadron, a member of this organization, took part in the spot landing contest and took second place honors.



CAP JOINS TB

The Florida State Tuberculosis Association and the Florida Wing Civil Air Patrol joined hands for the third straight year on November 17th in a combined effort to let the patients in the three State TB Hospitals know that they have not been forgotten.

The Wing was once again deployed under the Task Force concept to pick up specially created King-size Christmas cards from all counties and fly them to five area collection points. Cards collected at these five area centers were then flown to the three state hospitals in Tampa, Lantana and Tallahassee.

Colonel duPont flew "Eagle 1" to Jacksonville where he met with Lt. Colonel John McDonald, Deputy Commander-North, who was the Wing TB Project Officer for this year's joint effort. "Eagle 1" took Mrs. Marie Kelley, State TB Director of Information and 12 other State TB Dignitaries to Tallahassee and return for a visit to the hospital there.

Speaking in behalf of the Wing, Col. duPont said that he was extremely pleased, not only for the tremendous effort expended by our CAP members and units, but also that CAP was recognized and thanked for its part in the annual TB Campaign ceremonies.

On Sunday, December 1, Xmas gifts for patients at South West Florida TB Hospital in Tampa were delivered by Santa (Charles C. Sharnon, Florida TB Association) and his helper (Orange Bowl Queen Jeanne Hefinger). Instead of a sleigh and reindeer, Santa was whisked through the skies by CAP's Lt. Col. Norman Fisher, Lt. Ed Johnson and Lt. Ira Gottfried. The gifts were presented by former patients of the hospital.

DON'T PUT OFF UNTIL TOMORROW WHAT YOU CAN DO TODAY--IF YOU LIKE IT, YOU CAN ALWAYS DO IT AGAIN TOMORROW.

MAN BEHIND THE SIGNATURE

Wm Mullen

If he had his wish, the man behind this signature would spend ALL his time with a drawing pen in one hand and a martini in the other...

Captain William (Bill) Mullen, Wing Director of Insurance (and staff cartoonist for Gator Capers) looks at the humorous side of life... and he finds it in the darndest places. He can take any normal situation and with a few deft strokes of his pen, turn it into a side splitting, laugh provoking adventure. But unlike many cartoonists Mullen's pen is never dipped in acid. He just pokes good natured digs at those around him. More than once our Wing Commander has been the 'victim' of his satire.

Bill's ability to see the lighter side of things comes as naturally as his ability to tell a good yarn. More than once he's held an audience spellbound as he drew out one of his 'hoosier' stories... but the punch line is always worth waiting for.

Bill was born in Indiana, but he really started livin', he said,

when he came to Miami in 1950. He's been in CAP since 1957 when his good friend Ellis Blythe, who was then Chaplain of North Dade Composite Squadron, convinced him to join.

"I still don't know whether I should bless him or curse him for that," Bill says, "because since I joined CAP my life just ain't been the same!" For one thing, Bill became interested in flying and he's somewhat of a celebrity... he's a student pilot and he's logged more than 130 hours - mostly flying around the pattern at North Perry Airport, in Hollywood, Fla. Out there they call him "Pattern Perfect Bill."

Bill's held most every CAP job there is. He helped organize North Dade's Ground Search and Rescue unit... he's been Supply Officer... Personnel Officer... and he's CAP's best one-man recruiting team. He's a communicator, holds an observers rating... hunts, fishes and loves lobsters. His greatest accomplishment? Being married to the same woman for 23 years... and liking it!

REGION USAF STAFF VISIT SUCCESS

Colonel Oren H. Lane, USAF Chief Liaison Officer of the Southeast Region, USAF-CAP office in Nashville, Tennessee, seemed well pleased with his recent staff visit and inspection of the Florida Wing Headquarters and Wing Staff Officers.

Colonel Lane, accompanied by his Region Staff including Lt. Colonel Raddie Massey, Lt. Colonel E. Lee Seacrest, Major Clarence Brown, Mr. Kenneth Perkins and M/Sgt. John Pigg, made his annual 2 day visit during the recent monthly wing staff meeting at Wing Headquarters in Orlando on the 22nd and 23rd of November.

Colonel duPont ran his normal four hour staff meeting Saturday morning, followed by three committee meetings in the early afternoon. Those Wing Staff Members not in committee meetings met with the Region USAF Inspectors in individual sessions to review their own staff records.

A total of 24 Staff Sections were inspected by the Region personnel topped off by an informal conference between Colonel Lane and Colonel duPont. During this conference, Colonel Lane told Colonel duPont and Major Barnard Florida Wing USAF-CAP Liaison Officer, that the Florida Wing had tremendously improved and that this was the best CAP Wing organization that he had ever seen in his nearly four years as Chief Region Liaison Officer.

Colonel duPont said after the inspection that he was extremely pleased with the showing that the wing had made and that he was most satisfied with the Region visit.

GROUP XV NEWEST GROUP IN WING

Group XV was activated Friday night, December 6, 1963, at a meeting of the membership of the combined units of the new group.

This was the 7th group to be chartered during 1963 since Col. duPont became wing commander in March.

Col. duPont established a precedent, not only in the Florida Wing but also the Southeast Region, by appointing the first female Group Commander in our history. Major Barbara Arnold, long time Commander of the Fort Pierce Composite Squadron, was appointed on December 1, 1963 and received her charter five days later.

Group XV will consist of three composite squadrons initially, with two additional cadet squadrons planned. This new Group consists presently of Fort Pierce Composite, Stuart Composite and Vero Beach Composite.

Our fast-moving 'leader' spoke to cadets and seniors of the new group and its squadrons during which time he spoke of individual responsibility and long range planning.

Starting this Month

Flying Minute Men

the story of CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

FOREWARD

This is one of the great untold stories of the war - a story whose final chapter has not yet been written.

"Flying Minute Men" is the saga of the Civil Air Patrol, an American phenomenon launched one week before Pearl Harbor by private fliers who could see trouble ahead and were prepared for it when it came - much as were the "Minute Men" of the Revolutionary War.

In its ranks were millionaires to shoe clerks, lawyers and mechanics, doctors and plumbers, professional women and housewives - all of them aviation enthusiasts with something to contribute.

This was the army that flew more than 24 million miles over the Atlantic and Gulf in single-engined land-planes to help win the battle against German U-boats that were preying on coastal shipping early in the war; and it should be noted that, for one period - at the start of the war - this CAP was the only agency that was able to take any real action toward controlling the submarine menace. This civilian flying unit was the army that furnished the Regular Army and defense plants with an efficient aerial courier service; that towed targets for anti-aircraft batteries and tracked for searchlight crews; that flew sentry duty along the Mexican border, on watch for spies and saboteurs; that spotted forest fires, rushed medicines and supplies by air to flood disaster areas, and located lost plane after lost plane in mountainous and wooded terrain.

I have watched the CAP grow from a crisis-born idea into a national institution, and I am confident it will continue to carry on its truly American program for many years to come.

H. H. ARNOLD, General of the Army (Commanding General of Army Air Forces during World War II)



CHAPTER ONE

There was a time early in 1942 when Nazi submarines were bagging two or three vessels a day along the East Coast and in the Gulf of Mexico. The entire 1,200-mile sea frontier from Halifax to the Florida Keys was protected by some antiquated subchasers, five old Eagle boats, three ocean-going yachts, fewer than a dozen Coast Guard ships, four blimps, and a handful of airplanes. During those first desperate months after the United States was plunged into war, the Navy was spread far too thin to keep the Nazi sharks at bay - and the tankerman who sailed past Cape Hatteras alive counted himself lucky.

Twelve vessels went down in January, 42 took the plunge in March, and by May the toll of shipping was so terrible that no figures on losses were released to the public. For several humiliating weeks, all coastal vessels were ordered to put up in harbors until convoys could be organized. Danger lurked along the waterfront. Mysterious blinkers contacted offshore craft at night; enemy agents rubbed shoulders with sailors in bars and restaurants, alert for news of ship movements; short-wave sets concealed in attics and basements relayed information from towns and cities along the coast. Eight Nazi saboteurs, schooled in the arts of death and destruction, were actually intercepted by alert Coast Guard sentries. Four Nazis landed on a Florida beach, and the other four near the eastern tip of Long Island after disembarking from submarines in rubber boats.

The 245-foot transatlantic monsters, spawned in the pens at Laurent, Bremen, and Wilhelmshaven, became brazenly impudent. They sank a ship in the mouth of the Connecticut River, patted two more in the Saint Lawrence, and crept up into the Lower Mississippi to threaten shipping plying out of New Orleans. Before dim-outs were ordered along the coast, the U-boats turned the waters off brightly lighted resort cities into shooting galleries, ramming torpedoes into sharply silhouetted tankers and merchantmen within sight of the boardwalk crowds. Sometimes, in order to conserve their "tin-fish," subs blasted shipping with their two formidable four-inch guns, which more than matched the armament carried by most U.S. patrol boats. On occasion, U-boat crews even hung out their wash and took sunbaths on deck when their crafts surfaced to charge batteries.

Wild stories - reminiscent of some that went the rounds during the First World War - told how theater tickets from Miami showhouses, milk bottles with the stamp of a Miami dairy, and bread-wrappings from a Miami bakery had been found aboard a submarine captured off Florida. These tales were later discredited, but the fact that they were accepted by many persons as the truth is evidence of the jittery state of the nation during those hectic, embattled days.

Gasoline and oil shortages were growing in the Eastern states as tanker after tanker was torpedoed and turned into a gigantic funeral pyre after leaving Texas refineries bound for Northern ports. Tanks and guns and ammunition intended for Russia and England were often diverted to the bottom of the ocean a few hours after leaving American harbors. Submarines were operating close to land, frequently attacking their victims from the inshore side.

Civilians along the coast wanted to help, but there was little they could do except to stare in horror at charred corpses washed up by the tide on oil-drenched, wreckage-littered beaches. Off Miami, Florida, and off Provincetown, Massachusetts, they did race to the rescue in motorboats to pull sputtering, half-dead seamen and soldiers out of the ocean - the latter being survivors of a troopship torpedoed near the fashionable art colony. But there seemed to be little that either the military or civilians could do to stem the tide of destruction. It was like trying to battle a giant with a fly-swatter.

There were many in this country who were unprepared for the shock of Pearl Harbor, who didn't believe this country ran any real danger of becoming involved in Europe or in the Pacific. But most of America's civilian airmen were awake. They reasoned that in a national emergency their special training and their planes could be utilized to supplement the military. At the same time, they realized that they would have to work as an organized force if they were to function effectively as an aid to the Army and Navy.

Long before the Civil Air Patrol became an official body on the first day of December in 1941, fliers were being organized for potential military operations, and planes and technicians were being lined up by local units. The training program was geared from the first to whip the squadrons into shape for the emergency missions they were later to run off under military control.

As more flights and squadrons mushroomed into being in towns and cities all around the country, and as the situation along the coast grew worse, the personnel of CAP became increasingly insistent that they be given the job of patrolling the sub-infested offshore waters.

By February 1942, the situation had reached a critical stage. It was then that William D. Mason, later a director of the Petroleum Administration for War, on leave from the Sun Oil Company to supervise security for oil shipments, pushed the plan to employ men and plane of the newly formed Civil Air Patrol as submarine spotters. Himself member of the nation-wide organization of civilian airmen which had gone into operation under the Office of Civilian Defense on December 1, 1941, to give wings to the nation's home defense needs, Mason was

convinced that private fliers in small planes could play a big part in checking the terrible toll of shipping being taken by the German wolf-packs. He discussed the project with Major General John F. Curry, national commander of the Patrol, early in February. But money for bases, along with a directive from the Air Force's General Henry H. Arnold, was needed before the Minute Men of the Air could be authorized to fly over the shipping lanes.

J. Howard Pew, president of Sun Oil Company, advanced \$10,000 as an initial requirement establishment of coastal patrol bases. This amount later was increased by some \$8,000 by Sun, and other oil companies contributions swelled the amount to about \$45,000. When the Air Force later noted the fine work of the CAP on coastal patrol missions, it assumed the financial burden.

The first reaction of most Army and Navy brass, however, was strictly negative. It was troublesome enough to have civilians flying their little planes over inland areas, they thought, and it would be twice as bad to have them clutter up the already confused situation along the coast. Besides, they asked, what good were country-club pilots in single-engine land-planes when it came to policing the ocean highways? These missions would have to be flown 40 or 50 miles offshore and were rugged enough to give a real workout to the service aircraft and pilots of the First Bomber Command.

In the meantime, more ships were being sunk, and the Army and Navy still lacked strength to offer much more than token protection. The oil industry and spokesmen for the maritime unions demanded that something be done to give crews and cargoes an even break. Civilian planes and pilots might be able to help. Why not give them a chance?

"We may not sink any submarines," said Gill Robb Wilson, the New York Herald Tribune's aviation writer, who was then CAP's national executive officer, "but we might be able to frighten them into staying below the surface. That would reduce their speed and the accuracy of their fire would suffer, giving our shipping a fighting chance. They wouldn't be knocked over like sitting ducks as they are now."

It was finally agreed that experimental bases were to be set up immediately at Atlantic City, New Jersey, and Rehoboth, Delaware. A third was to be activated at West Palm Beach, Florida, shortly after the two Northern stations commenced operations. A grant of \$18,000 was allowed for the maintenance of the bases during a 90-day trial period. The "hot spots" they covered were idly known as ship graveyards, where sinkings were almost daily occurrences.

To Atlantic City and to Rehoboth in late February and early March of 1942, came some of the best-qualified civilian pilots in the country, many of them brining along their own planes, two-way radios, and spare parts. Most of the early arrivals were Easterners, but the ones who came later to bases up and down the coast were from 45 different states. They were picked men—pilots with hundreds of hours of flying time, much of it on cross-country flights, who had been given dry-land training for the incredible job they were about to tackle. Among them were barnstormers, lawyers, bus-drivers, manufacturers, mechanics, doctors and shoe clerks. Wealthy Manhattan brokers like Tome Eastman shared the assignment with men like the late Ben Berger, a former Denver bakery truck driver who died in a crash at Atlantic City on Easter Sunday, 1943. Dozens of the active-duty volunteers junked their businesses and jobs for months or years. Some brought their wives along. Many of the women worked as typists, communications specialists, and plotting board operators—jobs they shared with local volunteers. A number of the girls at the bases were pilots in their own right, but the coastal patrol flying duty was barred to them because of the risks connected with the overwater missions.

CONTINUED PAGE 7



IT'S NO ROCKET... CAP space team member, Jacksonville Astronaut, Navy Lt. Alan Bean, (second from right) admires a model of Civil Air Patrol's "Old Faithful", search and rescue aircraft during family night ceremonies of his parent unit, the West Jacksonville Cadet Squadron. Looking on are Capt. Clyde R. Tebbe (left) Commander of West Jacksonville Cadet Squadron, Lt. Sally A. Bennett, Florida Wing Coordinator for Women and Lt. Colonel Otis L. Phillips, Commander of Northeast Florida Group II, CAP.



ACTIVE SINCE THE BEGINNING

Florida Wing has many things to be proud of... but it is proudest of its members who joined CAP at its inception back in early '42. Lt. Col. Lawrence J. Feldman is one of those CAP 'originals'. Larry, Exec for Group I, was in at the birth of CAP and has been an active member ever since. Feldman joined the first squadron formed in New York, and flew convoy cover missions as far as 100 miles over the ocean. He flew over one hundred of these missions in an old, unarmed Fairchild and spotted and reported two submarines.

Lt. Col. Feldman's contribution to World War II effort has earned him the following decorations: Anti-submarine Patrol ribbon with two clusters; Service ribbon with four clusters; Distinguished Service ribbon and a search and rescue ribbon with two clusters.

Feldman, a native of Hungary, came to the United States in 1930 when a pre-Hitler wave of anti-semitism forced him out of medical college. He is the sole survivor of a family killed by the Nazis. In New York he became a mechanic, an American Citizen, a pilot and a member of CAP.

Miramar, Hallandale and Driftwood Squadrons held a field exhibit on December 14th and 15th at the lot on Pembroke Roads and State Road 7. Recruiting and familiarization with CAP were the main objectives. A communications system and a 20-man tent were set up. The Hallandale L-5 was on display. The exhibit was a success as several new seniors joined.

Cadet Mark Haffey of the Camarover Composite Squadron, Group VI, recently received two CAP honors by being promoted to C/2 Lt. and being named Cadet Commander for the Squadron.

C T/Sgt. John Russo, New Smyrna Beach Composite Squadron was presented his COP by 1/Lt. Charles P. Cox, Commandant of Cadets, at the regular meeting held 30 October, 1963.

W/O Darrel Albert of North Dade Composite Squadron was appointed Commandant of Cadets replacing Capt. Don Cunningham, recently appointed Commander of the Senior Squadron.



KNOW YOUR GROUP COMMANDERS (One of a series)

SPECIAL ACTIVITIES SELECTION PLAN SET

The Selection process for the National Cadet Special Activities will take place on Saturday, 18 January, at the Robert Meyer Motor Inn.

80 Cadets will be airlifted from their home towns, arriving in Orlando about 9 AM. These cadets will be driven from the airport to the Robert Meyer Motor Inn, where they will register for their room and change into class B (no tie) uniform.

After registration, the cadets will proceed to the two testing rooms where they will be given multiple-choice written exams. Two types of exams will be given: The first, a general leadership examination and the second a specialty exam covering each of the National Special Activities, such as IACE, SAOC and JOC.

For example, assuming a cadet has applied for IACE, JOC and SAOC. After registration, the cadet will proceed to examining Room #1 where he will take the officership examination. After that, the cadet will take the specialty exams for IACE, JOC and SAOC, since he has applied for these courses.

After a group luncheon with the other cadets, he will be called before the seven-member selection board in alphabetical order. He will be instructed to remove his name plate and will be known to the selection board by number only.

Many units in the wing are not getting into Gator CAPers because the material they send arrives too late. Photos and stories must reach the editor before the 15th of the month to be included in the next months issue!

The selection board will be unaware of a cadets scores on the written exams, and this will enable them to make an unbiased, straight-forward evaluation.

The Military Ball will begin at 8:30 PM and will last until 1:00 AM. During the intermission of the dance, beginning at 10:00 PM, the announcement of the winners and alternates will be made and formal pictures taken.

All cadets, male and female, who have applied for a national special activity, must wear the Class A Uniform to the Military Ball. Only those cadets who are not participating in the selection process or non CAP member dates of those involved may wear civilian clothing.

For those participating in the selection, tickets for the dance are included in the cadet package price of \$11.00. Tickets will sell for \$1.00 per couple or stag to all seniors and to cadets who have not purchased the \$11.00 weekend package. The \$11.00 package covers three meals, hotel room and dance for the participating cadets.

It is expected that 30 cadets from the Central Florida area will participate in the Special Activity Selection. They will drive to the Robert Meyer since they live too close for airlift. All in all, 75 seniors and 150 cadets and their dates are expected to attend the Military Ball.

University Cadet Squadron announces the recent promotion to Group X Cadet Council Chairman of Cadet Major Mendoza. His replacement will be Cadet Commander Ed Willard. "Farewell Fearless Leader"...

Send material in early!

OPERATIONS

DEBRIEFING

"FAMILY NIGHT" BIG SUCCESS



- REDCAP!

by Ben Wakes

You're a pilot. Every hour you can steal you spend in a small fast moving compartment surrounded by dials and gauges... a private world of your own... a world you know and love. But today you're not flying for pleasure. Today you're flying for survival. You're on a CAP Search and Rescue Mission... a REDCAP!

It started the night before. You were spending a quiet evening at home watching the midnight movie when the phone rang. Reluctantly you left your TV set and answered it. Phil Swanson, your Squadron Operations Officer was on the other end of the line.

"Bob, we're on alert. Someone in a Piper Colt hasn't been heard from since noon. No, it isn't anyone we know. Briefing is set for 0600 at the field." You told him you'd be there.

You went back to the movie but your mind wasn't on TV any more. You were thinking about the pilot somewhere out there in the dark... alone, maybe hurt, maybe dying... maybe even dead, and you begrudged the fact that nothing could be done about it until morning.

You didn't need the alarm to wake you. You had been lying in bed waiting for it to ring for hours. It finally did and shivering in the early morning cold you slipped into your flight suit. Pale gold was rimming the eastern sky as you drove the few miles to the field. The air was damp and a misty fog clung to the ground. Damn! This you knew would delay your take-off.

The briefing room was already crowded when you arrived. People were huddled in small groups; some around a long, map filled table; some at the big blackboard; others around the steaming coffee

munications was being set up and radio operators, adjusting their gear, were getting the net into operation. There were women busy at phones and typewriters. Cadets were gathering forms and placing them in piles on various small tables. This was SAR in action. This was but one group of CAP members in the area voluntarily responding to a call for help... and there were others, all over the nation, ready to do the same.

You went over to the table marked "Registration" and signed in. Phil saw you and called you over to the table with the maps. Someone handed you a cup of coffee and you gulped it. It was bitter, but the warmth felt good going down your throat.

"The whole southern part of the state has been called out on this one." Phil told you, "Col. Wilson is Mission Coordinator. Briefing in 10 minutes."

You looked down at the maze of maps... all marked up in heavily bordered sections with numbers on them. "God," you thought, "What a helluva lot of territory to cover."

Col. Wilson arrived and everyone gathered around the large table. You looked at the people all around you. You knew most of them. These were the same people who always came to the meetings; attended conferences; went to encampments; took the educational courses; these were the workers of the organization. Some were pilots many were not. Some would be observers on this mission, others would handle communications, or ground support, or work in the information section, or on the flight line, or run errands, or do the necessary paper work. All were needed. There would be something

You listened to the briefing in silence and asked questions in hushed tones. There was no joking or kidding around because this was serious business. You found out more about the mission. You learned that the pilot was only a kid with a student ticket. Yesterday at noon he rented the aircraft and flew to the practice area about 5 miles from the field. He had six hours of fuel aboard. At sundown, when he failed to return to the field, Eastern Air Rescue Service was notified and the mission was called.

You saw the other pilots looking at each other. They all knew that this would be a rough one to locate. With six hours fuel he could have gone down anywhere, in any direction.

The briefing over, you were assigned your search area and an observer. Together you planned your navigation and search pattern, estimated the time it would take you to cover the area, filled out your briefing form and checked out your aircraft. By this time the fog had burned off and you were able to start the search.

Now you're flying back and forth over desolate swampland, peering at the ground, straining your eyes for any sign of wreckage or life. You... and others like you... in other aircraft, in different search areas... all volunteering time, talent, equipment, and just plain hard work... not for pay, not for fun, but for survival. You may not be the one to find the missing pilot. He may not even be found at all, but you'll keep looking until you're ordered to stop. You'll keep looking and thank God that others will keep looking too, because if not now, maybe soon your life may depend

Tuesday, December 17, 1963, the second 'Family Night' ceremonies of the San Jose Cadet Squadron of the Civil Air Patrol, was held at its headquarters. The new CAP Cadet program involving the training of the cadets was presented by S/M Lee C. Bradley, Senior C/Training Officer. This new program will be effective January 1, 1964, based on 14 eleven week cycles.

The advancement of the squadron including the various activities were presented by the cadets who participated.

Cadets having completed the basic training requirements were sworn in and became official members of the CAP. Cadets who completed further requirements were advanced in grade and were awarded certificates of accomplishment and training awards.

Cadets assigned to new cadet staff positions were: C/3c R.F. Loehner, C/Training Officer; C/3c S.P. Warminger, C/Flight Leader; C/3c R.L. Melvin, C/Supply Officer; C/3c R. A. Holton, C/Flight Leader; C/3c R. McCracken Adm. NCO; C/B Helen Vernon, C/Flight Leader; C/3c Robert L. Smith, C/Squad Leader; C/3c D. R. McMurray, C/Squad Leader.

After the squadron's ceremonies, Cadet Paul White cut the cake with its colorful squadron shield and motto "Potimus" (the Best) in bold letters, to begin the family social

THANKS TO CAP...

The following 'open letter', received by Lt. Col. Norman Fisher, speaks not alone to the Colonel but to every senior who willingly devotes many hours working with the cadets.

Working with 'the kids' is often just plain hard work, and those seniors dedicated to the cadet program often envy the freedom of those not involved with cadet responsibilities - but comes a letter such as this - and they wouldn't change places with anyone else for a million. The words 'thanks to CAP' is payment enough.

Dear Colonel Fisher,

Just a little note to express in some small way my sincere thanks for all you have done for my sister and me. Since the very first time I came into CAP you have always been there to help and assist me along. I thank you sincerely for the guidance and the ideals you have taught me.

Next month I'll be leaving for college at Florida State in Tallahassee. This, too, you have helped me reach, for I was fortunate enough to have won the American Legion Scholarship which you wrote one of my letters of recommendation. Though I'll be leaving, I won't fail to take along with me all the wonderful moments, memories,



friends, education and ideals CAP has given me. I shall sincerely be forever grateful and I can truthfully state that if it wasn't for you and a few other people in the program who helped me over the rough spots, I don't think I would have profited from it as much as I did. For many times when I needed to be set straight on a particular subject, you were there to do whatever necessary.

I shall not fail to keep in touch and perhaps I may still be able to participate in some of the activities whenever I have a break. No matter what, I thank you and I thank CAP - it's a wonderful program.

Sincerely,
Rita

Cadet Major Rita Figueroa, the writer of the above letter, was one of the most outstanding cadets in the Florida Wing. She holds a COP, Rifle Marksmanship and National Drill Ribbons. She was on the Exchange Advisory Council and twice she led the Miami All Girls Squadron to Florida Wing Drill Competition victory and under her leadership they went on to Region and National Drill Competitions.

HONOR & AWARDS NIGHT

New Smyrna Beach Composite Squadron had an honor and awards night in which friends and parents attended. It was held on the regular meeting night, December 4.

Capt. Edward Steighner, Commander, spoke of the achievements the Cadets had attained during the year and introduced 1/Lt. Charles Cox, Commandant of Cadets. Lt. Cox presented promotions to the following cadets: From C 1st Lt. to C/Capt. William Robinson, Commander; C 2nd Lt. to C 1st Lt., Jerry Frye; and from C/M Sgt. to C 2nd Lt., Robert Stettina.

Also an annual event, is the handing out of trophies to cadets who have earned their COP during the year. This year six cadets received a COP trophy. They were C/1st Lt. Jerry Frye; C/2nd Lt. Robert Stettina; C/T Sgt. Lynn Krohn; C/T Sgt. Arthur Glatt; C/T Sgt. James Taylor and C/M Sgt. John Russo.

Another annual event is the awarding of the Cadet of the Year trophy. This trophy is awarded to the cadet who has shown good leadership, neat appearance and has, in the cadets opinion, done the most toward helping and building the Squadron to a high level. The cadets themselves do the voting.



This year the trophy was presented by Group VI Director of Cadets, Capt. Dorothy Puffoff to Cadet T/Sgt. Robert Mercer.

MINUTE MEN

At the outset, volunteers were given the option of signing up for 30, 60 or 90 days of continuous service - or longer. The 30-day minimum was soon upped to 90 days however, since a man who was to be around for only a month or two would still be a rookie when he left. The majority of the pilots, observers, and mechanics who reported for duty at Rehoboth or Atlantic City signed up for six months a year, or for the duration.

Calls went out to the CAP state organizations (called wings) for airworthy planes of 90 horsepower or more - planes ready to fly into action at once. Such ships as the Fairchild, Beechcrafts, Stinsons, Wacos, and heavier craft - with or without pilots - were requested. Hourly rates covering the out-of-pocket charges and depreciation were paid the owners.

To make sure that coastal patrol fliers would be treated as prisoners of war and not shot as guerrillas if captured by Nazi submarine crews, CAP officials worked through the War and State Departments to make the functions known to foreign governments. The "US" on the organizational emblem was further guarantee that the men who flew over the ocean in civilian ships were under official Army orders.

The week that Gil Rob Wilson's Atlantic City contingent set up shop at the Municipal Airport a near-hurricane threatened to demolish CAP aircraft staked down on the field. For two nightmarish sleepless nights, every man on the field clung to wings and struts and tail surfaces to prevent the howling wind from blowing the ships over and wrecking them. Pilots and observers joined guards and mechanics in the battle against the elements, sometimes throwing themselves bodily across fuselages when the blow was at its height. Whenever they could be spared momentarily, men ran into a rickety hanger and slapped each other around in order to restore circulation - then go back for another bout with the storm and soon would be stiff with cold and drenched to the skin by the sleety rain.

The idea of flying in land planes over the ocean at a few hundred feet and as far as 100 miles out of sight of shore was something that most coastal patrol volunteers considered sheer suicide a few months before. Some of the pilots were professional aviators, but with the exception of the late Major Holger Hoirris, Delaware Wing Commander who headed the Rehoboth base, and a few others, none had had

PROMOTIONS

The following is a list of promotions which became official during the period 1 November to 30 November 1963.

TO LT. COLONEL:

Crook, Jack Canaveral Composite Squadron

TO CAPTAIN:

Stone, Franklin (deceased) North Dade Composite Squadron
Collins, William Florida Wing
Collins, Alice Florida Wing
Whitman, Ernest Florida Wing
Steighner, E.C. New Smyrna Beach Composite Squadron
McCleary, Jane W. Jacksonville Cadet Squadron
Oliveira, Joseph Margate Cadet Squadron

TO 1ST LT:

Henderson, R.Y. (Chaplain) Charlotte Co.
Pealer, Grant Winter Garden Cadet Squadron

CONGRATULATIONS TO THE ABOVE.

A word to the wise: Anyone holding rank who has not renewed by 30 January will automatically lose their rank and be demoted to Senior Member. They will lose any pilot ratings and will be required to re-submit form 2's for reinstatement through channels.

Notice: The following applications are held at Wing for missing material and errors committed on their applications. Notice has been sent to their units. Please follow up immediately:

Armstrong, G.R.	Tri County Cadet Squadron
Bradley, L.C.	San Jose Cadet Squadron
Carlson, V.J.	San Jose Cadet Squadron
McCracken, O.J.	San Jose Cadet Squadron
Hoffman, E.S.	Hollywood Senior Squadron
Terrill, D.P.	Hollywood Senior Squadron
Velie, R.J.	Hollywood Senior Squadron
Van Atta, E.	Sebring Squadron
Williams, J.W.	Milton Cadet Squadron
Dunlap,	Milton Cadet Squadron
Singley, C.R.	Duval Cadet Squadron
Carpenter, R.E.	Oakland Park Cadet Squadron
Nilson, C.	Homestead Senior Squadron
Urban, G.L.	Tampa Composite Squadron
Utt, D.E.	Tampa Composite Squadron
Roa, H.E.	Panama City Cadet Squadron
Burnett, J.E.	Ocala Cadet Squadron
Leskin, Ira	Miami Squadron II

The following renewals are held at Wing for compliance with National request for new fingerprint cards to be sent WITH their form 13's. Units have been notified but we have not received them yet:

Wallace, C.L.	St. Petersburg Composite Squadron
Turner, A.G.	Tampa Composite Squadron
Harrison, R.L.	Winter Haven Squadron
Fontaine, Bertrand L.	St. Petersburg Comp. Squadron
Wood, Helen	Group XI
Evans, Alice M.	Brandon Cadet Squadron
Dorsey, John M.	Choctawhatchee Squadron

Units will advise immediately why correspondence has not been answered. Let's get with it.

Ray Kraemer



Lt. Col. Ralph Guini, Group VI Commander presents 1/Lt. Nancy Klose, New Smyrna Beach Composite Squadron, her diploma for completion of the ECI program. Lt. Klose is the fourth member of the New Smyrna Beach Composite Squadron to receive this diploma.



Colonel duPont presenting Organizer Certificates and Ribbons to Captain Walker, Commander Central Brevard Comp. Squadron, and 1/Lt. Lund, Commander South Brevard Compos. Squadron, who were instrumental in organizing their particular units.



Colonel S. H. duPont, Wing Commander, paid a visit to the Group VI meeting held at the South Brevard Composite Squadron Headquarters on December 1, 1963. After the general meeting, Colonel duPont made an inspection of South Brevard Cadets. In picture: C/Capt. Ronald Desjardis, C/Commander; Colonel duPont; Major William R. Bass and Captain Perry.

Group IX Cooks Its Goose

Group IX, always interested in training, has initiated a Cook School conducted by 1/Lt. R.K. Hall. The school covers all aspects of field messing, and by the end of January 1964, a staff of two senior mess officers and five cooks will be available to the various Squadrons of the Group. The mess section of present has a full field kitchen capable of feeding 500 people in the field. It has already proven itself in a bivouac during the Ranger training program, providing well balanced, hot meals, in the field.

NOTICE: ALL FLORIDA WING SENIOR MEMBERS 20 January 1964 is the deadline for your renewals to reach Wing Headquarters. Be sure that you have submitted your renewal applications and that your unit has mailed them to Wing before 20 January.

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Central Miami Cadet Squadron marched in their usual good form at the Pre-veterans Day Parade in Hialeah.

GROUP COMMANDERS CALL TO BE HELD JAN. 19

The first Group Commanders call of the new year will be a "dutch-treat" breakfast type call, at 0800 hours, Sunday, January 19th, in Orlando at the Robert Meyer Motor Hotel, site of the 1964 Selection Board, according to the Wing Commander.

It is anticipated that all Group Commanders will be present the day before to attend the annual Cadet Special Activities Selection Board and examination process. Experience has shown that the Group Commanders take great pride in their cadets and that they like to be present during the selection process.

Col. du Pont has asked all 15 Group Commanders to be present and Major Bass has asked the Group Directors of Cadets to be present also. The Group Directors will attend breakfast and the first hour of the Group Commanders Call and will then adjourn to a separate meeting with Major Bass.

The three main presentations for the Group Commanders Call will be Direct Senior Membership Processing, Implementation of New Cadet Program and the 1964 Encampment Program. Colonel du Pont said that there was a lengthy agenda, but that these were the main items.

The last Group Commanders Call was held last July 13, at which time there were only 12 Groups. 100% attendance is required which has always been the case.

Group Commanders have expressed great interest in attending these 'calls' as the Commanders have the opportunity to discuss any common problem areas with their counterparts from other sections of the state.

GROUP 1's LARGEST NEW SQUADRON

On Friday evening November 15, 1963, between 7 & 9:30 PM the University Cadet Squadron held its 2nd Annual Parent's night.

About 200 parents and guests were present. The guest speakers included Col. du Pont, Wing Commander, and Major William Oberholtzer, USAF, from the office of Special Investigation in Miami.

During the early part of the evening Col. du Pont awarded the squadron a plaque in recognition of being the largest new squadron in the Wing. They were also awarded a 'quota buster certificate' for breaking the 1964 quota.

Other items on the agenda were the presentation of awards to the cadets by Sqdn. Commander Capt. Dow and the drill team gave a demonstration which impressed the parents very much.

The meeting closed with an inspection by the Group X Commander, Lt. Col. John Doyle. Everyone went home with a better knowledge of CAP and smiles on their faces.

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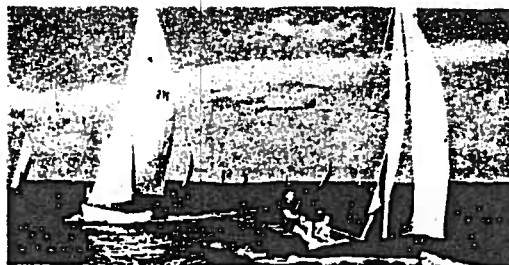
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STUDENTS DESIGN AND BUILD JET ENGINE

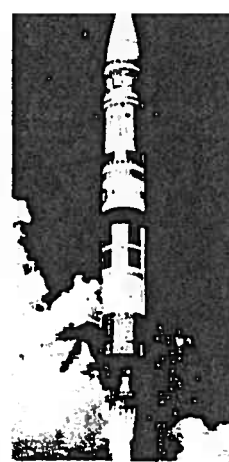
If you had walked into the engine shop at Embry-Riddle Aeronautical Institute recently, you would have found a beehive of measuring, sawing, cutting and welding. This activity, with all its hustle and bustle resulted in a new jet engine being rolled out of the shop on November 1st. The design and building of the engine was under the direction of Willard Bolton, Powerplant Instructor and proud caretaker of the Nazi jet engine, "Bolton's Baby". It was only fitting and proper that this engine, built by the students, also have a name. In honor of their instructor it has been christened "Bolton's Baby, Jr."

The engine has been designed around an old B-17 exhaust supercharger. With a few modifications here and there, a lubrications sys-

tem was installed. Next came the making of air ducting and adding a single combustion chamber. A tail cone was fabricated, instrument panel and fuel control system installed to complete the engine.

The first attempt to start the engine failed due to a low compressor speed. This was corrected the next day by using an electric motor to bring the compressor up to starting speed. This second attempt saw Jr. breathe its first breath of fresh Florida air.

The engine now has over three hours of running time while the R.P.M.'s have been held just under 10,000. Future plans for the engine call for the addition of a water injection system. The happy parents have other engines and projects on the drawing boards.



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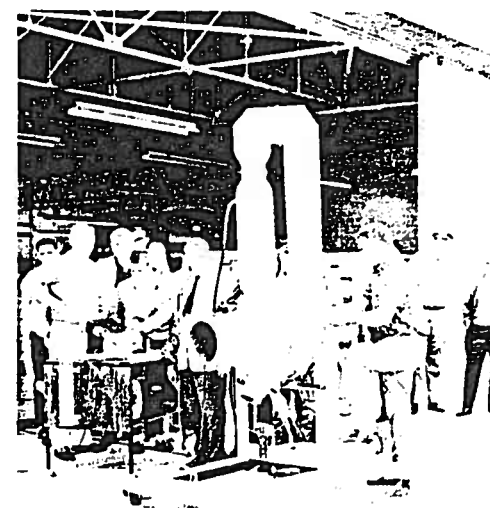
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FLORIDA WING



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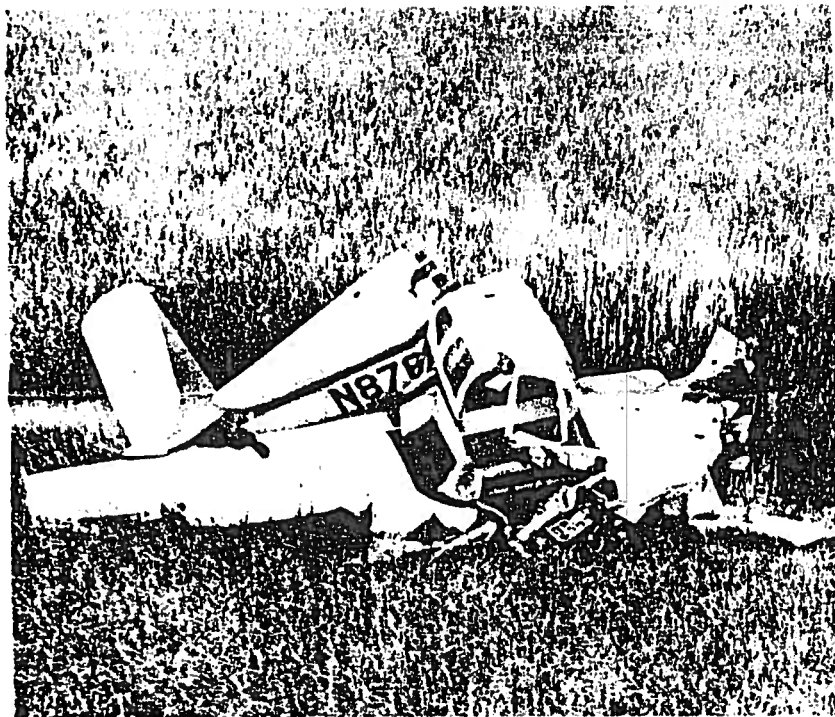
VOL. 5 NO. 2

FEB. 1964

RALPH GWINN

TASK FORCE 1 RESCUES TWO FLYERS FROM EVERGLADES

by BUD JENKINS



REMAINS OF SMASHED AIRCRAFT FOUND DEEP IN THE EVERGLADES

OUTSTANDING CADETS CHOSEN

Col S.H. DuPont

As an officer who has seen and taken part in special activities selection processes before, it was most gratifying to see not only the fine turnout of qualified cadets, but also the senior interest shown. Particularly gratifying was the chance to see many of the past encampment 'doolies' now going to represent the Florida Wing Nationally and Internationally. What a wonderful transition that these cadets have made. I can recall specifically that some of the cadets during the past few years were close to dismissal from the program for attitude, have made a 180° change in their deportment and knowledge as well as interest and are now rated as top cadets.

I think that it is particularly

gratifying that the winners of the various top positions were well represented from practically all of the groups in the wing. It speaks very well of the development of the standard training program that has been pushed for several years

CADET SELECTION

STORIES AND PHOTOS ON
PAGES 3, 4, & 5

Four Fla. Wing Commanders Meet in Orlando

At a historic meeting in Orlando, four Florida Wing Commanders reminisced about the past and spoke of the future of CAP. Attending Florida Wing's first 'Dining-In' were Colonel Wright Vermilya, Florida's first Wing Commander, from 1941 to 1943 and again from 1946 to 1947; Colonel Zack T. Mosley, Commander from 1944 to 1946; Colonel Joseph F. Moody, Commander from 1949 to 1963; and Colonel S. Hallock duPont Jr., current Commander.

Back in May of 1941, before CAP was officially established, "Ike" Vermilya headed the well organized Florida Defense Force, which included some of the nation's top pilots. In 1942, Col. Mosley was in Col. Vermilya's crew and flew numerous missions over the water from CAP headquarters in a small municipal airport outside of Lantana.

They agree that CAP has come a long way since those days. "We started something," Col. Vermilya said, "and you boys are doing a good job carrying on."

Two Key West victims of an airplane crash in the everglades are recuperating from severe shock and injuries after being rescued by joint Civil Air Patrol and U.S. Coast Guard search and rescue operations.

H. M. Lindsey, pilot of the single engine Beechcraft Bonanza, which had been missing on a Thursday night flight from Ft. Lauderdale-Hollywood International Airport to Key West, was found lying on the wing of the wrecked aircraft early Saturday by two members of the Ft. Lauderdale Composite Squadron, Civil Air Patrol. He was unconscious but breathing.

Late Saturday afternoon, his passenger, Malcolm Jones was spotted by a Miami Squadron I search and rescue team. The dazed victim was four and a half miles from the scene of the crash, seven miles west of State Road 27, 20 miles south of Andytown. Jones was badly cut and scratched and in deep shock from the two-day ordeal. He was flown out of the Glades by Helicopter, flown by a Hallandale pilot, led to the scene by a Miramar pilot.

Jones, 37, a retired military man, was flown to CAP headquarters, then taken by ambulance to Homestead AFB hospital.

Lindsey, 34, a Key West business partner of Jones, was taken to Jackson Memorial by Coast Guard Helicopter.

The two men had left Ft. Lauderdale at 11:22 PM Thursday for an hour and 10 minute flight home after attending a Broward County

business conference. They were reported overdue in Key West the following morning.

Eastern Air Rescue Center alerted the Coast Guard and Task Force 1 of the CAP. Search units over the Keys and the Gulf of Mexico by both units were unsuccessful Friday when stormy weather hampered rescue efforts.

Saturday it took pilot Elmer Crawl and Observer Frank Rucerte only 28 minutes after a dawn take-off to spot the wreckage.

CAP planes flew over the site until a Coast Guard helicopter could remove the pilot. The plane was badly broken up, with debris strewn over 200 feet from the fuselage of the plane. There was no sign of Jones and he was presumed to have walked away to get aid for Lindsey.

At 3PM on a final pass over one sector of the murky, swampy sawgrass of the Glades, Observer Lt. Roger Eckenroth called attention to pilot Lt. William Namba Jr., to a movement in the grass. Jones was knee deep and feebly waved to the CAP crew. The pilot tried to reach the Coast Guard helicopter by radio but it was intercepted by helicopter pilot Harold Crooks of Hallandale, at Crescent Airways at North Perry Airport. Crooks was led to the wandering Jones by Pilot Al Lafleur of Miramar and Lt. Bill Carnell of North Dade CAP. Lafleur was flying for the Broward Sheriff's office which led a small flotilla of South Florida Airboat Assoc. CAP airboats in the search area.

The double rescue drew high praise for the CAP Task Force from Major Robert Cushing, EARC at Robbins AFB. "Everyone of the 152 CAP members who took part in the mission should be congratulated for a job well done," he said. "It is exceptionally unusual for two survivors to be located from a total wreck, particularly so far apart from each other. Well done!" Mission coordinator Capt. Don Cunningham, CAP, was equally high in his praise. "Pilots, Observers and ground crews each did a magnificent job with speed and efficiency. My congratulations on a successful double mission."



Left to right: Colonels duPont Mosley, Moody and Vermilya

'Gator CAPers

Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator Capers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8x10" white paper, one side, double spaced. Photographs must be no larger than 5x7" or smaller than 2-1/4" x 3-1/4". No material submitted can be returned. Deadline - 15th of month preceding publication.

WING COMMANDER..... Col. S.H. duPont Jr.
DIRECTOR OF INFORMATION..... Lt. Col. Edw. J. Campeau
EDITOR..... WO Ben Wakes

VOL. 5 NO 2

FEB. 1964

MEMO from the Commander

INSPIRATION TO THE CADET PROGRAM... the weekend of the 18th and 19th of January was the highlight of the cadet membership year. During this weekend a total of 67 top cadets in the wing took part in the annual Cadet Special Activities Selection Process.

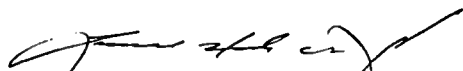
Cadets from all of the present seventeen Groups took part in the selection process which selected those who would participate in the 1964 Cadet Special Activity programs at the National, Regional and Wing level. All activities were selected except for Eastern Airlines Stewardess school, some applicants for the Ranger program, the Cape Canaveral Orientation Course and the Embry Riddle Airframe and Powerplant Mechanic Orientation Course. An additional selection process will take place 4 April to fill the remaining courses and vacancies in those courses which have had partial selection.

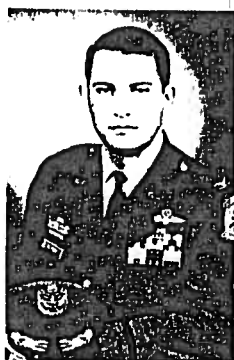
I received a tremendous number of compliments from seniors and in particular new Group commanders on the conduct of the cadets and their displayed knowledge and courtesies during this process. Most seniors who saw the process for the first time were amazed at the process and the tremendous number of top cadets that there are in the wing. Many fine compliments were received from those Air Force personnel from National and Region Headquarters as well as the CAP Region Commander and his staff. All Hotel executives were impressed by the fine behavior and conduct of the cadets and were pleased with the fine turnout.

Including the cadets who will be evaluated on April 4th, the Florida Wing Cadet section will have evaluated in excess of 150 cadets for the various special activities. This will be a new record for the Wing and is a substantial increase from the 44 cadets that were evaluated last year.

National Headquarters advises that they do not see any increase in the number of special activity courses or vacancies in the near future inasmuch as some wings do not use their full quota assignment. For this reason I believe that it is up to the Wing to create special activities such as those we have arranged for the summer, to make up for the lack of increase on the National and Regional level. This would mean that the Florida Wing will have to increase not only the number of course vacancies, but also introduce new and varied courses each summer to keep well ahead of the advancing cadet population the past three years. It is my goal to have the number of Special Activity positions increase at a greater rate than the cadet membership increase which would mean that if the wing maintains its 40% annual increase as it has for the past three years, the number of special activity vacancies must increase at the rate of 60% or better each year.

My only regret about the weekend was that we could not select every cadet present. Those cadets who were not selected were mostly younger cadets with other years ahead and greener postures. May they all come back again next year.


SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander



duPont



RECEIVES EXCEPTIONAL SERVICE AWARD

Colonel duPont, Wing Commander was presented the Exceptional Service Award by Colonel Reilly, Region Commander during the Officers Dining In in Orlando on the 19th of January.

The award, the second highest in CAP, was presented to Col. duPont for the years 1962 and 1963 for his service to the Florida Wing and to the National Program.

Col. Reilly spoke of the tremendous expansion program that Florida has undergone during the past year, and the most aggressive plans that Col. duPont has outlined for the year 1964.

PILCHER NAMED Maj Ball TASK FORCE III COMMANDER

Lt. Col. Earl Pilcher, former Group III executive officer has been named as full time Task Force Commander for Task Force III. Col. Pilcher occupied this position when he was executive officer, but the changes to the Task Force Concept make necessary full time devotion to the duty assignment.

Pilcher has a long excellent record with CAP dating back 15 years. He resides in Tampa and specializes in the field of Search and Rescue.

Stone Becomes Group V Head

1/Lt. Kenneth R. Stone, former Commander of Palm Beach Cadet Squadron, and before that commandant of Cadets of Palm Beach Composite Squadron, was recently appointed Commander of Group V by Col. duPont.

Stone follows Major Frank J. Harden who was promoted to full time Task Force Commander for Emergency Services also with his headquarters in Palm Beach.

In a short interview with Lt. Stone, he revealed his plans for further development of the Palm Beach area with new Cadet Squadrons, one of which was recently chartered, Forrest Hills Cadet Squadron. Stone said that three more cadet squadrons were planned for the greater Palm Beach area this spring.

THE 2ND INSTALLMENT
OF "FLYING MINUTE MEN"
WILL APPEAR IN THE
MARCH ISSUE...

Major John T. Ball, for three years Commander of Homestead Air Force Base Cadet Squadron, has been named as the new Group Commander for Group X.

Major Ball, a full time USAF Major with the 19th Bomb Wing at Homestead AFB will assume his duties on 1 February and will be officially appointed at the Group's Squadron Commanders call at 1300 hours, Sunday, 9 February 1964, at Miami.

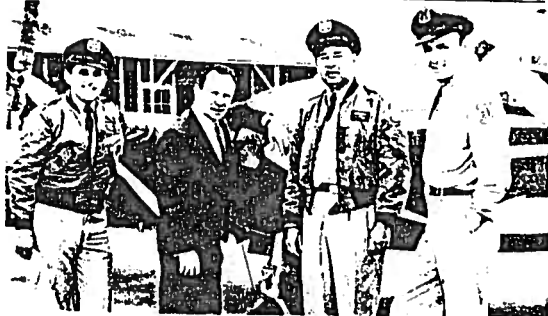
Since Group X is a cadet group Major Ball plans to concentrate his initial efforts on the new Cadet Training Program as well as the most important encampment program coming up for this summer. The Group staff assignments are expected to remain the same.

First Dining-In Big Success

The first annual Officers Dining In was termed highly successful by Col. duPont, Wing Commander. A total of 95 Officers attended.

Col. F. Ward Reilly was guest speaker. Col. Reilly gave an excellent presentation covering the corporate side of CAP and the general problems concerning CAP at the highest levels. The Region Commander, Col. Reilly was kept busy for an hour after the dinner talking to those officers who went to the speakers rostrum to discuss his speech and to learn more about some of the National Problems.

The officers remained after dinner to witness the announcement of the Cadet Special Activity winners and to take part in the Military Ball. A total of 225 persons attended the dance.



Left to right: Lt. Ira Gottfried, Miami Squadron 1; Mayor Robert King High; Lt. Ed Johnson, Squadron Commander; Lt. Forrest Rand, Squadron Information Officer.

MIAMI MAYOR PRAISES CAP

Miami Mayor Robert King High, inspecting Miami Squadron One's newest addition to its fleet of nine search and rescue aircraft (a twin engine Piper Apache) complimented CAP on its effectiveness in rescuing the two flyers from the Everglades recently.

Mayor High, a pilot himself, said that he was a strong supporter of the work that CAP is doing in Search and Rescue. "I've always been impressed by the way you fellows drop everything and come running the moment help is needed. It's a pretty wonderful thing for a pilot to know that a trained and experienced group is ready to help him in time of trouble."

Special Activities Selection Gala Event

Florida CAP 'invaded' the Robert Meyer Motor Inn on January 18th, as more than 250 cadets and CAP figures assumed awesome proportions from every part of the state portions to the cadets. To them flooded into Orlando for the 1964 Special Activities Selection and to some the appearance of Col. Military Ball.

Things got under way with the registration of the first group of cadets at 9AM. By eleven, 50

cadets had registered and the scene at the hotel's mezzanine was one of organized bedlam... organized because Major William Bass, Wing Deputy for Cadets and his staff were conducting an orderly, smooth-running operation... bedlam because in every corner groups of cadets were busily and nervously studying, rehearsing and worrying.

In the two dining rooms that had been converted into testing rooms, cadets were pouring over the multiple-choice written examinations. One, the general leadership test, was taken by all cadets. The others, covering specific National Activities such as IACE, SAOC and JOC were being taken by those cadets who had applied for such specific activities.

Opinions were mixed as to the difficulty of the written test. Cadet Richard D'alli said the tests were a snap... Cadet Harry Jones said they were rough... but all cadets agreed on one thing... the hardest part of all was standing before the selection board.

"Standing there in front of all that brass is the most frightening thing I ever had to do" one of the cadets said.

"I know why they chose the 'Spanish Room' to hold the selections", cadet Robert Stettina remarked as he came out of the room, his brow wet with perspiration, "It was like the Spanish Inquisition!"

"One of the questions got me so mixed up," a female cadet said, "that I almost burst into tears!"

Although the reviewing board, consisting of Col. duPont, Col. Moody, Col. Mosley, Lt. Col. Farmer, Major Bass, Major Doyle and Capt. Bennett tried their best

to make the cadets feel at ease, the alignment of such distinguished CAP figures assumed awesome proportions to the cadets. To them the reviewing officers were legends and to some the appearance of Col. Zack Mosely on the board was as awe-inspiring as a visit from the National Commander.

Almost as frightening to some cadets were the physical examinations with the inevitable 'foot-of-organized bedlam... organized long' bayonet used for the blood tests. Lt. Col. Saber, Wing Medical Officer must have enlisted the aid of half of the Orlando Air Base Hospital staff to get so many cadets processed in so short a time.

By 5 PM sixty-seven of the cadets who had applied for special activities had completed their tests, appeared before the selection board and had their physicals.

The Military Ball got under way at about 9PM and the cadets and their dates were almost outwitted by some of the more energetic senior members. The more sedate (if not older) seniors lounged in the sidelines until the orchestra took pity and played some slower, less taxing music.

At 11:30 the orchestra took a break and the long-awaited moment arrived. The hush that fell over the ballroom as Col. duPont and Major Bass walked over to the 'mike' was indicative of the seriousness of the occasion. This was no mere game to these cadets. The desire to be one of the 'selected' was genuine and important. As Col. duPont and Major Bass read each winning name a great wave of cheering and squeals of delight echoed throughout the hotel. The jubilation or disappointment of the moment was mirrored in every face... not only of the cadets but of the seniors too, for there wasn't one among them who didn't have a 'favorite' in the group.

The announcements over, losers were seen somewhat enviously shaking hands with the winners and more than one female was seen with mascara running, smiling sadly or gladly through her tears.

The affair was over. It had been a strain. Hard on the seniors who conducted it, but much harder on the cadets who put so much of their hopes and dreams into it. All benefited from it. To those who were selected it will mean months of anticipated pleasure... of waiting until summer comes. The losers know that next year is coming and will begin preparing for it now.

To Major Bass, it means a moment of accomplishment but not of relaxation... his work must go on. To those sitting on the Selection Board it is a moment of pride... to have such fine cadets pass before them. All, according to Col. Joseph Moody, were highly qualified... Col. Mosley summed it up as well as anyone could... "So many youngsters these days have no ambition, but these kids in cadet training... every one of them has a definite goal."

...but Colonel Cohee are you SURE this is in the regulations??





AAOC (AEROSPACE AGE ORIENTATION COURSE)

Left to right: Maj. Bass, Sandra Smith, Sharon VanLandingham, Sharon Kirby and Col. duPont.



FAAOC (FEDERAL AVIATION AGENCY ORIENTATION COURSE)

Left to right: Maj. Bass; Eric Olson, Clarence Stephens, Bruce Strean and Col. duPont.



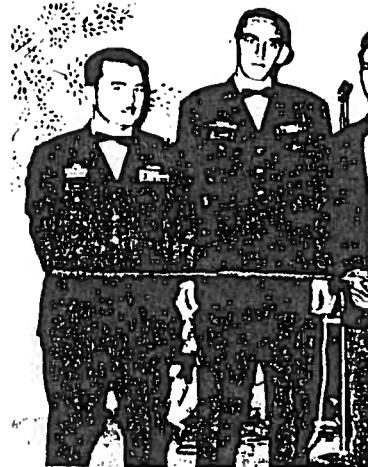
CAPE CANAVERAL ORIENTATION

Left to right: (back row) Norman Baldwin, Joseph Borderieux, Melvin Bulman, Alvin Cash and Richard D'Alli. (front row) Harry Jones, Lynn Krohn, John Pipes, Fredrick Redmond and Don Roberts.



SENIOR ESCORTS

Left to right: (back row) Lt. Col. Melri, Lt. Col. Ralph Gwim - Cape Canaveral row) Col. Bass; Lt. Col. Alfred T. R. Sepe - Embry-Riddle Orientation; Capt. Klose-Cape Canaveral; Col. duPont.



JOC (JET ORIENTATION COURSE)

Left to right: Maj. Bass, Thomas St. and Col. duPont.

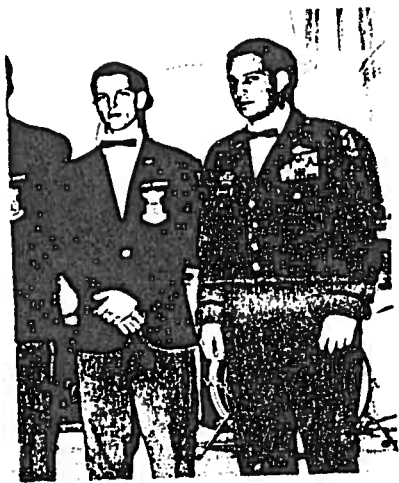


RANGERS

Left to right: (back row) Chris Carpenter, Mercer. (Front row) Col. Bass, John and Col. duPont.



ser-IACE: Lt. Col. Edward Cohee-JOC;
Frederick Jaye-Cape Canaveral; (front
s - Embry Riddle Orientation: W/O Alan
olhy Puffpaff-Girls Exchange: Lt. Nancy



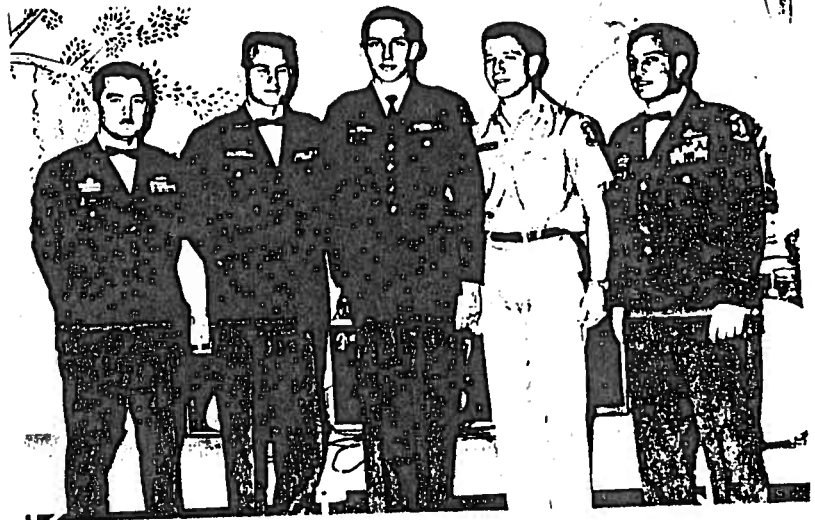
J. Allyn Bullington, Harrison Bucklew



Richard Freeman, Rob Godbee and Robert
rr, Ronald Smith, Frederick Swearingen



SERGE (SOUTHEAST REGION EXCHANGE)
Left to right: Maj. Bass, Jackie Bond, Mary Feller, Diane Garey, Patricia Tierny,
Joyce Carruba and Col. duPont. (not shown - Maryann Allison).



SAOC (SPACE AGE ORIENTATION COURSE)
Left to right: Maj. Bass., Robert Baird, Robert Stellina, Jeffrey Goldstein and Col.
duPont.



IACE (INTERNATIONAL AIR CADET EXCHANGE)
Left to right: (back row) Harold Ryan, John Rollinson, Paul Glance, Kenneth Kelly,
Jay Wilhelm, and Thomas Tremmel. (front row) Jay T. Spencer, Richard Parkman
Ronald Desilets, Harry Bopp and Mark Haffey.



ASTRONAUT WELCOMED INTO CAP

GROUP II --- The West Jacksonville Cadet Squadron is proud to announce the membership of Lt. Alan L. Bean, USN, to its senior staff. On November 18, 1963, the squadron was honored to have Lt. Bean present the Apollo, Gemini program in which he has been selected to work. Lt. Bean presented to the cadets two films about the aerospace research behind the Apollo, Gemini moon shot that is scheduled for trial in 1965. Lt. Bean also reviewed the research and development in the Mercury program.

Of special interest was the relating of the many requirements of

formal education needed to be a CAP offers to the teen age youth candidate for the astronaut training of America.

and the screening and testing and vigorous schedule he had while he was being considered for his role in the astronaut field.

Along with the serious comments he told of some of the lighter moments of his ordeal of waiting for the answer to his appointment. He stressed to the cadets that in this day of rapid advancement and change in our lives and in industry their education is a most vital point toward success or failure.

Lt. Bean commented that he and would have welcomed a chance to have had the type of training that date.

Lt. Bean was welcomed to the squadron by being presented with his membership and a hand-hewn swaggerstick as a token of recognition and appreciation. Cadet Lt. Sheppard, Cadet Commander presented this taken to Lt. Bean.

The squadron was host to all cadet squadrons in the Jacksonville area for the occasion.

The squadron feels that Lt. Bean will have a great impact on their Aerospace Education Program and will put CAP in outer space and possibly on the moon at a later date.

CADETS TRAIN FOR FIRE FIGHTING

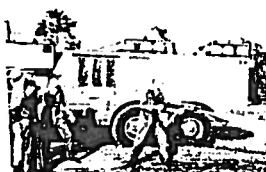
On November 16, five Cadet members of the West Jacksonville Cadet Squadron were the guests of the local Florida Air National Guard Fire Prevention Section at Imeson Airport, Jacksonville.

The personnel of the F A N G under the direction of M/Sgt. Vernon Foster, gave a five hour demonstration of fire fighting and protection on the flight line for the cadets. This training included a demonstration of the use of foam equipment on large fires and CO2 for small fires, also pointers on how to handle fires from fuel spills and manifold backfires.

These cadets are being trained to form a flight line Crash and Rescue Squad to operate at the airports where CAP missions are held where formal protection of this sort is not generally available.

Beside fire fighting, the cadets were briefed on how to disarm military aircraft ejection seats and how to remove pilots safely.

This training is of the best on the job type available. The squadron is looking forward to furnishing Task Force V with the safest flight line operations and crash and rescue teams in the Florida Wing.



EXTENSIVE ENCAMPMENT PROGRAM PLANNED

Col. du Pont and Major Bass have announced the final plans for the 1964 Encampment Program. The first in a series of twelve encampment posters have been mailed to all units for posting on their bulletin boards. These posters, which will change each two weeks, will be automatically included in the wing mailout each two weeks until 30 June.

Five separate encampments are scheduled and have been approved by the Air Force for Tyndall AFB beginning 14 June and continuing until 23 August. The cost of the encampments will be \$17 and the requirement for uniforms will remain the same for two uniforms of the class B type and two sets of fatigues.

Encampment applications will be mailed to all units from Wing Headquarters on 15 February and must be completed and returned to the Wing Deputy for Cadets not later than 30 April. Applications for Cadets to attend encampments will not be sent through group but will be sent directly from squadron to Major Bass. Applications for Seniors will also be forwarded to Major Bass, but applications for Cadet officer positions will be forwarded through Group Commander or Director of Cadets for endorsement and will include the necessary photograph.

Cadets will mark applications showing the order of preference as to date they would like to attend encampment. These requests will be honored as closely as possible.

Priority will be given those cadets who have never attended encampment before. There will be plenty of room for those cadets who went to camp last year or before, but who would like to attend again this year.

Squadron Commanders are asked to explain the encampment program to all cadets, and to follow qualifications and requirements that will be in future issues of wing and cadet bulletins.

It is requested that all cadets and seniors apply as early as possible, but in all cases prior to the 30 April deadline for these applications to reach Major Bass in Cocoa. The address will be on the application form.

ANDREWS TO GROUP XII

1/Lt. Duane P. Andrews, former commander of University Cadet Squadron has been named as the new Commander of Group XII, with headquarters in Gainesville.

Lt. Andrews rose through the cadet ranks to be Cadet Chairman of the Cadet Advisory Council and in his last year as a cadet served as Cadet Commander of the 1963 Encampment at Eglin AFB.

Group XII has been developing very steadily to the point where their cadet memberships for the year 1964 are running 400% ahead of 1963. This fast growing group now consists of seven Cadet Squadrons.

THE WAY I SEE IT

by MAJOR ROBERT CUSHING, Chief Coordinator,
Eastern Air Rescue Center, Robbins Air Force Base

The people of Florida have a wonderful gift from God... the temperature in their state is, for the most part, comfortable all year round, however there is a large percentage of Florida CAPers who fly around without even thinking of what they would do if they should have to make a forced landing sometime.

Just a couple of years ago, at one of our Air Bases, a routine administrative flight ended as an unnecessary disaster. This major accident, which occurred during winter condition in rough terrain, revealed that aircrews were becoming complacent about the hazards associated with post accident survival and are therefore making inadequate preparations for bailout or forced landing contingencies.

In this accident one passenger and three crew members died because of exposure after a successful bailout. All were clad in summer flying suits except the passengers who were wearing uniforms. There was no survival gear aboard the aircraft nor was there any survival gear carried by the individuals.

What's this got to do with you CAPers? Plenty! How many times have you seen people go out to fly on a Redcap or Sarcap with just a map in their hand and dressed as though they were going to work in a field of a forced landing. Let's at least practice what we preach!



WING CHAPLAIN RECEIVE MERITORIOUS SERVICE AWARD

Lt. Col. Earl V. Farmer, Chaplain of the Florida Wing Headquarters, received the Meritorious Service award during the officers Dining In at the Cadet Selection Process weekend in Orlando, 18 January, 1964.

Chaplain Farmer won this coveted award for his long years of service to the Florida Wing and in particular for the past four years he has served as Wing Chaplain.

In making the presentation Col. duPont commented on Chaplain Farmer's long CAP career that not only had his record be excellent, but that the job of managing all chaplain positions in squadrons would be formidable and that alerting all CAP chaplains of the importance of the Moral Leadership section of the new cadet training program most important.

DID YOU KNOW THAT...

A complete jet engine change, including a testing period, takes only six hours at the maintenance base of one major airline. Mechanics meet the airliner at the terminal and begin to strip cowlings

and prepare the engine for removal before baggage and cargo are unloaded.

During the first minute of flight an Atlas launch vehicle consumes more fuel than a jet airliner during a transcontinental flight.



Patricia Doane - Oakland Park Cadet Squadron with Eastern Air Lines Certificate

Air Force Academy Liaison Officer in Hotel Fire

Major and Mrs. Harry Pickering, Pickering said, "when three young victims of the Hotel Roosevelt fire men from the University of Florida in Jacksonville, were given a helping hand by members of the West door and pulled us into their room. Jacksonville Cadet Squadron. Maj. I credit these men with saving our Pickering, South Florida Liaison lives".

Officer for the Air Force Academy, CAP Lt. and Mrs. Norman is a prominent member of the North Scheufler and their son Cadet Carl Dade Composite Squadron, Miami. Scheufler visited the Pickering's at the Baptist Memorial Hospital and then returned to the scene of the fire and reclaimed the Pickering's Jacksonville because of weather, personal items left in the room during the hasty departure. The following day the Pickering's were met by members of the Jacksonville CAP, and escorted to Imeson Airport and sent off on their second (and successful) attempt to return to Miami.

"We had given up all hope of being able to survive", Major

PROMOTIONS

The following promotions were recorded during the period of 1 December 1963 to 1 January 1964. These are not necessarily the dates of rank and this does not constitute authority for rank:

TO LT. COLONEL:

Feldman, L.

Group I Headquarters

TO CAPTAIN:

Pleva, David
Hipp, Charles
Butler, E.

Canaveral Composite Squadron
Orlando S&R Squadron
Driftwood Cadet Squadron

TO 1ST LT:

Lindsey, S.
Freeman, R.R.
Nichols, J.B.

Plant City Squadron
Tampa Composite Squadron
Gulf Beach Squadron

TO 2ND LT:

Scheufler, Carl
Scheufler, Betty
Cash, Alvin
Johns, Ruth

West Jacksonville Squadron
West Jacksonville Squadron
Winter Haven Squadron
St. Johns River Cadet Squadron

Your attention is drawn to credit memos mailed on the 15th (Jan) for all applications which were pending and held for various reasons at Wing Headquarters. No applications will be held at Wing. If they have discrepancies they will be returned with a credit memo for dues which will be returned when corrections are made.

STARTING 1 MARCH we will go to the DIRECT MEMBERSHIP system. More will follow in a Commanders Bulletin in the near future. Watch or till

Ray Kraemer

STEWARDESS SCHOOL PLAN

Col. du Pont advised shortly before press time that he had completed preliminary arrangements with Mrs. Winnie Gilbert, Manager of the In-Flight training school of Eastern Airlines in Miami, to hold the second annual Florida Wing-Eastern Airline Cadette Stewardess School during this coming summer.

Last year 15 cadettes from the Florida Wing were graduated from the stewardess school and all received modified Eastern Airline diplomas for their participation in the week long course.

Eastern was not able to give the exact date, however, it is assumed that it will be the first part of July.

Applications for this year's course must be on Form 31 in triplicate along with three copies of the Form 32 Physical examination. A check in the amount of \$25.00 (the same as last year), and two sets of three pictures each. One set to be recent head and shoulders and the other set to be full length. The deadline for application in Cocoa through channels is 1 March.

1/Lt

Paul Kerr

COMMANDER GROUP IV

Joined CAP in 1958
Exec. Officer
Commander of the
Pensacola Comp
Squadron

GOT HIS PILOTS
LICENCE IN 1958

KNOW YOUR GROUP COMMANDERS (One of a series)

PRACTICE PUT TO USE

GROUP IX - 18 January ----

Capt. Doug Keller, Commander of the Sunrise Cadet Squadron had part of his Squadron on one of the several Rescue Training courses conducted by the Cadet Medical flight. Instruction was given to the cadets on rescue procedure in the field, including first aid and the rescue of persons unconscious.

The cadets completed eight training classes. During the last class C/T Sgt. Mary Walczuk and C/Sgt Debbie Meadows were sent out as subjects to be rescued. The rescuing cadets did not know that their work was being timed by Capt. Keller. When the rescue team returned Cadet Walczuk was being carried on a stretcher, her left leg in a splint and covered by a blanket for simulated shock. In their enthusiasm as ammonia was being 'administered' for 'shock' the cap of the ammonia bottle fell off and a few drops fell in Cadet Walczuk's eye. First aid was now a real thing! Water was brought by one cadet, another, in seconds, produced gauze, eye pads, and cotton from the Squadron's medical cabinet. The swift efficient manner that the cadets administered the first aid shortly had their patient back to normal.

Capt. Keller is proud of all the cadets in this program of search and rescue and the communications section which is used to direct help to the injured for first aid and transportation to safety.

KING & QUEEN...

On 27 December the Daytona Beach Composite Squadron held their Christmas party at the VFW hall. The New Smyrna Beach Composite Squadron was invited to attend and 26 members and friends drove up for the dance.

Highlight of the evening was the crowning of the King and the Queen. The Queen was chosen by secret ballot by the cadets from New Smyrna and the King by secret ballot by the cadets from Daytona. Commander of the Daytona Squadron, 1/Lt. Walter Rupert named and crowned Cadet Donna Steighner Queen, and Commander Capt. Edward Steighner of New Smyrna Beach crowned cadet Walter M. Rupper Jr. King. The court for the Queen were cadets Linda Marshall and Robert Stettina and the court for the King were cadets Jeannette MacDonald and Dennis Peterson.

W/O Murry Pendleton, IO from Daytona furnished the music for the dance... he's a disc jockey for radio WSBB.

DID YOU KNOW THAT.... before it is acceptable, jet fuel cannot contain more than 2 milligrams of solid contaminants per gallon, which is a higher rate of purity than that for drinking water. Also, if there are more than 30/1,000,000ths of a gallon of water in a gallon of jet fuel, it is unsafe for use.

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Group VIII Gets Coordinator of Women Award

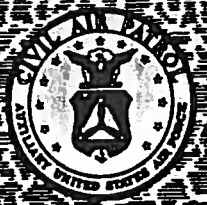
Captain Candy Bennett presented Captain Florence Kiernan with the 1963 Florida Wing Coordinator of Women Award Trophy for her Group's outstanding work with the CAP women this past year.

Capt. Kiernan, although now assigned to Group XIV where her husband is Group Commander, accepted the award in her joint behalf for Lt. Col. George K. Wall, Group VIII Commander who could not attend the dinner due to prior commitments.

The winning Women's Coordinator said that she wanted to keep the new beautiful trophy even though she had changed groups, but she said she would win it again next year for Group XIV.

Capt. Bennett spoke at some length on the progress the wing has made during the past year in the field of the women's coordinator. She was most pleased with the manner in which the units were appointing new staff officers in this field and the high degree of cooperation that had been working between these officers and higher headquarters.

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Gator CAPers

Vol. 5, Issue III

March, 1964

FLORIDA FIRST WING TO ADOPT NEW CADET PROGRAM

DAVID GWINN

GROUP XVII ACTIVATED

Colonel S. Hallock du Pont Jr., Florida Wing Commander, announced the activation of St. Petersburg Group XVII and has appointed Major John W. Milner, Sr. as its commander.

Group XVII is composed of all units that formerly belonged to Group III that lie on the western side of Tampa Bay. The split of Group III was designed to give greater training and support to the squadrons assigned to both new groups.

Captain Hagan continues as commander of the new Group III which is composed of units from the greater Tampa area and is now called Tampa Group III as it was many years ago.

WING FOURTH IN C.O.P.S

Only four wings achieved their 1963 COP quota, and Florida was one of them.

The other wings reaching their quota were Puerto Rico, Delaware and Illinois. Puerto Rico ranked 1st nationally with 141% of quota. Delaware was in 2nd place with 114% followed by Illinois in 3rd place with 106% by achieving 116 COP's to match its 1963 quota.

The 1964 quota's were also published this month by National Headquarters. Florida's National COP quota for 1964 will be 140, an increase of 31% over 1963.

CADET GETS ANNAPOLIS APPOINTMENT

At first glance T/Sgt. Marc Palaez, cadet IO for Central Miami Squadron, is much like any other CAP cadet, but when you get to talking to him you soon see a difference. Marc's interests are limitless. His knowledge is not confined to any specific field, but his ambition is singular...and strong.

As for back as Marc can remember he wanted an appointment to one of the U.S. Academies. Last month his wish became a reality. He received notification of his Principal Appointment to Annapolis.

It all started years ago, when a friend of the family, a USAF Major General retired, fired Marc's imagination with stories about West Point. Marc decided that he wouldn't be satisfied until he too became a West Point Cadet. His mind was changed, however, when the Public Information Officer for the US Naval Academy convinced him that Annapolis would be more to his liking.

In March, 1963, Marc applied to Rep. Dante Fascell for an appointment to Annapolis. He took and passed numerous examinations and finally was sent before a citizenizing board. They scrutinized his high school transcript, college board exams, checked into his interests and hobbies, examined his leadership qualifications and his moral character. They must have liked what they saw because his



Lt. Clayton Buholtz, Central Miami Cadet Squadron Commander, congratulates C/T Sgt. Palaez on his appointment to Annapolis.

Principal Appointment came through (A Principal Appointment is considered the highest...above any other type of appointment, including a Presidential appointment).

Marc believes that there are two kinds of people; observers and participants. Marc has always been a participant. He was Governor of the Central Park District of the Dade County Youth Council; a special delegate to the Dade County Committee on Children and Youth; Public Relations Director for the Dade County Youth Council; and a member of the American Ordinance Association.

Marc has won many State Forensic League contests; holds two American Legion Oratory Medals; was state CYO champion for 1962 Gables.

and a National CYO Youth Oratory finalist placing 4th nationally in oratorical interpretation. He is up for the Silver Knight award for speech and drama. Marc is a member of his school varsity club, a track man, football player, and was the first president of the Dade County Junior Rifle Club.

What does he do in his spare time? He writes speeches for others to give.

A senior at Christopher Columbus High, in Miami, Marc is in an accelerated class, taking college level courses in many subjects. He plans for a career in Naval Engineering. Marc was born in Hollywood Florida and lives with his parents and younger brother in Coral Gables.

PROGRAM IN FULL SWING

The Florida Wing is the first wholewing to adopt the new cadet program in its entirety, according to National Headquarters sources. Some other squadrons in the country have started in the new program, but not their entire wing.

Florida started the first eleven week cycle of the new program during the week of January 6th, depending on which night the individual squadrons had their regular meetings. Florida will be the first wing to award the new series of ribbons for successful achievement accomplishment during the several graduation-parents night ceremonies which will take place during the 11th week of the first training cycle. This means that our cadets will be presented their ribbon and subsequent promotion on their 11th meeting night of the current cycle between the 16th and 22nd of March once again depending on which night of the 11th week their meeting night falls.

Shoulder boards will be first for Florida also as a result of an early program adoption. Eligibility for wearing the new boards will be a COP, present cadet officership, a completion of the new revised leadership exam from National, and the accomplishment of any one of the achievements in Phase III.

Phase III was not started during the present first cycle, but will be included in the second cycle which will begin during the week of March 23rd thru 29th. This will mean that Florida Cadet Officers would be presented their new shoulder boards, costing \$2.50 less grade insignia from National Headquarters, during the graduation-parents night of the second cycle June 1st thru the 7th.

All present Cadet officers will have to participate in Phase III during the second cycle to qualify for the new boards. It is estimated that there will be 400 cadet officers in the wing at the end of the second cycle in June.

Major Bass, Wing Deputy for Cadets, advises that more detailed information on the transition to the Officers Shoulder Boards will be published in future Cadet Bulletins in advance of the end of the 2nd Cycle.

ENCAMPMENT APPLICATIONS MAILED

Wing Headquarters announced that complete packages of 1964 Encampment applications have been mailed to all units of the Wing in a special mailing on 8 February.

This mailing includes Cadet applications to attend, Senior staff officer applications, applications for cadet officer positions at encampment and a detailed clothing list. Group Headquarters were sent an additional mailing of these forms to be used for those squadrons who may need extra copies as well as

for the many new units being organized throughout the wing.

Deadline for application to attend the five summer camps is 30 April at Cocoa. Applications to attend encampments do not go through Group Headquarters but are mailed directly from the squadron to Major Bass at Box 3588, Five Points Station, Cocoa, Florida, 32924. Applications for cadet officer positions however, do go through channels to Group Headquarters for indorsement.

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EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR2/Lt. Ben Wakes
STAFF CONTRIBUTORS:.....1/Lt. Toni Wakes
Maj William P. Mullen, 2/Lt. Robert D. Cunningham, S/M Bud Jenkins

Vol. 5, Issue III

March, 1964

MEMO from the Commander

Now that the wing has passed the main hurdle of membership renewal I believe that it is time to go into the finer points of what makes the CAP program go or stop.

One of the real major problem areas that we have in the wing today is that of administrative discipline. When this subject crops up at staff meetings, some of our officers say that this is a volunteer organization, and that you can not expect to receive on-time reports and on-time applications in a volunteer organization. This is where I disagree with them. CAP is a volunteer organization in that one has volunteered to join. Once a man has signed on the dotted line, he agrees to participate according to the rules and regulations of the organization. His volunteering days are over. When he puts on the uniform he undertakes to bring credit on the CAP and the Air Force. He does not decide to volunteer to wear black shoes. He does this because he has volunteered his joining of a program and once in the program he goes by the rules, or he turns in his ID card and gets out.

This is particularly true of unit commanders. Once they have joined the CAP program and are appointed to command positions, they inherit certain responsibilities that they can not shirk lightly. When a man becomes a commander, he not only is responsible for the rules and regulations of the organization, but also in the field of reporting and also applications for various activities. When a notice is passed out 90 days in advance that the deadline for special activities is 1 December, it means just this - the deadline for application is 1 December. It does not mean that if he feels like it, it would be nice if he would consider sending the application in time for his cadets to get on the airplane to go to Orlando on January 18th for the selection. Unfortunately, we had only 34 applications for 1964 Cadet National Special Activities in at Cocoa on the 1 December deadline. A total of 33 additional applications arrived late, and some of them the day of the special activity. Major Bass, Major Barnard, and I conferred at length about the first of December on this matter of discipline on the sending of these applications and came to the conclusion that it would not be fair for the cadets if they were prevented from going to the special activities just because some senior officer was sitting on their applications. For this reason, Major Bass asked that we extend the deadline for the applications until 10 January this time only, which we agreed to do. As it turned out, 8 of these cadets who applied late were selected to go.

Another example of lax discipline is the Phase II selection questionnaires. These were sent to Squadron Commanders on 30 January. The questionnaire said to return it after circling the Phase II achievement they were teaching, immediately to Miami. I'm not sure of the exact definition of 'immediately' but I know that it does not mean in excess of 12 days. After 12 days there were 41 returned - 49 missing. These examples are typical of problems existent in the wing today. Wing staff and Group Commanders agree that something has to be done about this laxity. The first step we are taking is to close out applications for Florida Level Special Activities on 1 March exactly. In the past wing has left deadlines open and allowed late applications to be counted. This is not fair to unit commanders who cleared their applications through their headquarters on time.

Florida Wing operates on time tables prepared in accordance with the needs and planning time required. It is prepared after careful study of lead time needed for such things as travel orders and physical exams.

It is strange that so many staff officers in the units of the wing are so lax that it hurts others completely innocent of their leaders wrong doings.

Samuel H. duPont, Jr.
SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander

LT WAKES NAMED WING DEPUTY FOR INFORMATION

2/Lt. Ben Wakes, known to most members of the Florida Wing as the hard working editor of this paper, has been named as the new Deputy for Information Services on Wing Staff. His appointment follows the resignation of Lt. Col. Edward J. Campeau, long time wing staff Director of Information.

Lt. Wakes will assume his new post immediately and will continue as the editor of the paper. The IBM Information reporting will be shifted to Miami in accordance with a form letter that was sent to all units on 15 February advising them of the change in mailing address beginning with the February reports.

The Florida Wing Information section has been upgraded from a Director position to that of a Deputy, indicating the increased emphasis on the information program planned for the year 1964. Wakes advised that the wing has finally achieved an increase in the percentage of unit reporting on time exceeding 90% and that now was the time to get the quality of the information program going with the new release center beginning to go into operation.

RECRUITING A MEDICAL OFFICER

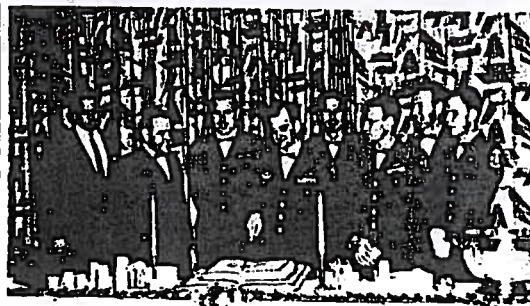
LT. COL. R. H. SABER, MD
Wing Medical Officer

Many of the medical section problems that present themselves at squadron level could be prevented or easily solved. As in almost any field the simplest solution is to obtain the services of an expert. Stated briefly, this means recruit a squadron medical officer and then give him all the cooperation you can. This will automatically reduce the problems to a minimum.

Despite popular misconception there is an almost unlimited supply of medical officers available to CAP units. Physicians, both MD and DO are eligible for appointment as unit medical officers. This same regulation authorizes appointment of dentists and registered nurses as assistant unit medical officers. Certainly in any area large enough to support a CAP unit there are doctors, dentists and nurses to be found. It's true that many of these people are already overburdened with their routine professional activities. A well organized CAP unit can, however, operate in such manner as to require very little of their time. By assigning an interested senior member to the medical section it is possible to reduce demands on the medical officers time, other than for guidance.

It is apparent that the first step in recruiting a medical officer is careful selection of a responsible squadron member who can support, and at times direct the medical section activities. Particularly suited are trained and qualified first aiders, lab technicians, doctor's office assistants, ambulance drivers, X-Ray technicians, policemen, fireman or hospital blood bank employees, and many others.

(Continued on page 4)



GROUP II ANNUAL BALL

More than 200 Cadets and their guests attended the Florida Group II Annual Ball held at the Hotel George Washington in Jacksonville. Highlight of the evening of dancing and entertainment was the presentation of the progress trophy which was given to the Fort Caroline Cadet Squadron Commander Lt. Gleason, who gave credit for the award to Lt. Scoof, past Commander, recently transferred out of the state.

A cake, representing the educational books of CAP, was sliced and served. Pictured at the Cake Cutting Ceremony were unit commanders (left to right), Lt. Petty, St. Augustine Cadet; Lt. Gleason, Ft. Caroline Cadet; Lt. James, Jacksonville Cadet; Lt. Col. Phillips, Commander of Group II, Capt. Heape, Duval Senior; Capt. Tebbe, W. Jacksonville Cadet; Lt. Putney, Arlington Cadet, and Lt. Kobas, San Jose Cadet.



Jack Lord, television's "Stoney Burke", takes time from his schedule at the Florida State Fair in Tampa, to visit Mac Dill AFB where he and cadets from the Brandon Cadet Squadron look over the AF F-4C Phantom II. Left to right: Cadets Ralph E. Reed, Charles E. Hand, John M. Hand, James M. Strickland & Squadron Commander Capt. Norman G. Kuolas.

GROUP IX RANGERS FIRST AID WORKSHOP

47 cadets and 12 seniors from Groups IX and XVI attended a special week-end First Aid training program, part of their Ranger Program which is under the command of Capt. Barry Brimacombe. According to Capt. Brimacombe, this was a week-end of work. The seniors and cadets underwent a comprehensive training program which consisted of basic and advanced first aid lectures by Doctor Cohen, Commander of the newly formed Medical Squadron, Lt. Col. Welser, Commander of Group IX, Capt. Brimacombe and Red Cross personnel. In addition to the lectures, the group was given practical training in bandaging and splinting.



This was strictly a working session with no time out for fun. The seniors and cadets who attended the workshop are looking forward to the next one scheduled for sometime in March.

At the conclusion of the lecture series and practical training session, the group was given examinations and those who passed will receive Red Cross First Aid Certificates.



Flying Minute Men

the story of CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

During the initial patrol, which lasted an hour and ten minutes, the pioneer wave-scrappers saw nothing except a lot of water, a few plodding freighters, and some oil patches. The later had significance of a sort; they were probably from tankers previously sunk in the area.

Not nearly so peaceful was the maiden flight out of Atlantic City a few days later. Major Wynant C. Farr, partly New York cardboard manufacturer who took over as Patrol Force One's commander shortly after G. H. Robb Wilson opened up the base, lifted his yellow Fairchild off the runway of the Municipal Airport. Beside him was cigar chewing Al Muthig, who used to fly with Farr around Walden, New York. There were no life-vests aboard—just an inflated inner-tube which lay on the cabin floor. They had been told to "get on your radio and yell bloody-murder for help" in the event they had to come down in the water. As they circled the field, then headed out over Hamid's Million Dollar Pier, Farr and Muthig suddenly realized that this would be their first ride over the ocean. A few minutes later they were far from shore, heading out over the vast Atlantic with only a few fishing boats below to keep them company.

Fifteen minutes out of Atlantic City things started to happen. They spotted the floundering hulk of a torpedoed tanker, which by some miracle had not caught fire and was still afloat. At a safe distance from the stricken vessel, Farr and Muthig could make out the bobbing heads of the surviving crewmen, who were taking no chances of being trapped by a delayed explosion. Near the bow of the ship, where the torpedo had ripped into her, floated the limp bodies of several sailors who had been caught below decks when the torpedo struck.

Muthig radioed the base for help and Farr circled the tanker, wagging his wings. The men in the water understood that aid was on the way and waved weakly. In less than an hour, a Coast Guard cutter came speeding out over the ocean and gathered in the survivors.

The yellow plane buzzed northward again, its course set for New York Harbor. By the time it returned to Atlantic City nearly five hours after take-off with its fuel gauge edging toward the empty mark, Farr and Muthig had also sighted seven floating bodies, on empty lifeboat, and an apple crate. There had been no submarines but evidence of their presence had been plentiful.

(Continued page 4)



BRIMACOMB HEADS GROUP XVI

Wing Headquarters has announced the chartering of North Broward Cadet Group XVI under the command of Captain Barry Brimacombe. Group XVI was once a part of the old Group IX and now stands on its own in the north section of the fastest growing county in the United States.

Captain Brimacombe was most recently the Deputy Commander for the northern squadrons on Group IX staff, and before that he served as commander of the Milmar Cadet Squadron in the old Group I.



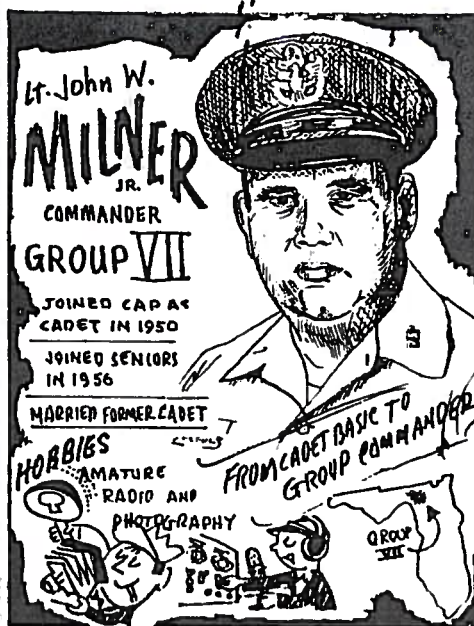
Central Miami Bivouac

If the way to a cadet's heart, like that of any other man, is through his stomach, then 3 mother-members of the Central Miami Cadet Squadron won close to a hundred hearts during the two week-end encampments.

The mother-members, Cathlene A. Buholtz, Pauline M. Gann and Glenna C. Ryan, took on the cooking and feeding problem for their squadron encampment, which, because of the squadron's size, had to be carried on over two week ends and for the first time in squadron encampment history MESS was not an appropriate name for mealtime. Not only was the food good to eat it was good to look at too.

But it wasn't all eat and no work for these cadets. The squadron Commander had a heavy training schedule all mapped out and the cadets were put through their paces learning military courtesy and discipline, field communications, first aid, etc.

"You're the LEGAL Officer... make it legal!"



KNOW YOUR GROUP COMMANDERS - One of a series.



GROUP X CADETS DO IT ALL!

What is believed to be the first back and watched as the cadets set bivouac in South Florida completely about the business of constructing organized and run by cadets, was the campsite, drilling and conducting classes in Orientation, Power and Leadership.

Participating in the bivouac for Aircraft and Leadership were over 125 cadets from Homestead, Tamiami, Miami Springs, shelters and compass reading was Key West, University, Marathon given by three representatives from and Cutler Ridge, the Group's new 13th Special Forces. Cooking was done by Specialist 5th Class.

The seniors, who were present W. J. Alexander and Pfc T. Bishop in an advisory capacity only, stood from the 306th Signal Corps.

PROMOTIONS

The following promotions were posted at Florida Wing during January:

TO LT. COL.:	Marshall, Paul	Group XII
TO CAPT.:	Altwater, A.C.	Wing
	Leall, R.L.	Wing
	Nelson, G.	Group IX
	Brimacombe, B.	Group IX
	Smythe, J.D.	Winter Haven
	Golding, W.	Group IX
	Bennett, S.	Wing
TO 1ST LT.:	Couch, E.G.	San Jose
	Summermon, D.	Carol City
	Buholtz, C.	Central Miami
	Gleason, D.	Fl. Caroline
TO 2ND LT.:	Squires, W.J.	Corrabelle
	Vaughn, W.	Sunrise
	Buehl, S.	Palm Beach
	Howell, C.	Sunrise

"PERSONNEL NOTES".....

On 1 March we will be starting the "District Membership" system. Please read and study the Bulletin D/Pers#6 and the "Supplement to Regulations#1" which was mailed out in the 15th mailout to all units. We have made it a different color so it won't be mixed with other bulletins. This is your 'bible' so read it and follow it. The supplement takes the place of the old D/Pers#3 you are all familiar with.

Lt. Col. Raymond L. Kragmer,
Wing Deputy for Administration



GROUP VIII HAS FOUR DAY BIVOUAC

To the probable relief of the parents, many cadets from the units in Southwest Florida Group VIII recently left home for a four day bivouac in the woods east of Naples. Lt. Robert Pearman, the Naples Commandant of Cadets, spent many years planning the outing.

Buses and private vehicles unloaded the cadets at the Naples Squadron building at the airport. From there they hiked out to the bivouac area where they pitched tents in two Squadrons, Red and Blue, with Group Headquarters in-between.

Daily routine consisted of reveille at 0500, spot inspections, training classes, infiltration and invasion of the rival squadron, camouflage, first aid, etc. Meals were cooked on the spot, with the aid of the mobile kitchen loaned by the Junior Deputies of the local Sheriff department.

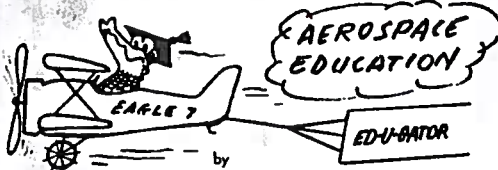
A pleasant surprise was the arrival of Capt. Joyce Ferrin, the Naples Squadron Administrative Officer who prepared two evening meals. Many remarks were heard, such as "This is better than Mother makes at home". Group VIII Hqs. also surprised the cadets with ice cream, cake and apples.

A tired and weary bunch of cadets marched back to the airport echoing the query, "When can we do it again?"

COMMANDER GROUP IX

Lt. Colonel Melvin H. Welsler, former commander of Carol City Cadet Squadron, and Deputy for Operations of Group IX, has been appointed as the new commander of Group IX, by the wing commander. Col. Welsler follows Lt. Col. Edward T. Cohee who recently resigned as commander of Group IX.

At the same time of the command change, Group IX was split into north and south Broward groups and group XVI was formed out of the northern squadrons. Lt. Col. Welsler has a long and excellent CAP record dating back to the S. Carolina Wing where he began his career. His son is now a squadron commander in the new Group XVI.



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT.... Generally, to fly under Instrument Flight Rules in Western Germany requires a co-pilot aboard even in a single engine aircraft? Visual Flight Rules for flying at night are so tough that many pilots give up rather than fly under the "impossible" regulations.

Last fall helicopters were used to rescue Indians from flooded areas in the Canadian province of Alberta. The Royal Canadian Air Force airlifted 30% more Indians than actually lived in the area before it was discovered the Indians were recrossing the swollen river to get another helicopter ride.

Designs for the Mach 3 supersonic transport place the pilot as far as 100 feet in front of the aircraft's landing gear. This position may create a 'pilot orientation' problem during landing operations.

Brush control is a new use for agricultural aircraft. Scrub trees and brush on seemingly valueless land can be killed off and the land converted to profitable cattle grazing through aerial applications of herbicides, and through seeding and fertilizing.

"Woomera" is the name of one of the world's largest missile ranges. Situated in Australia, the Woomera range gets its name from a device used by Australian Bushmen to launch a spear on its way to a target.

International cooperation in weather observing was the first form of organized international cooperation, pre-dating even international postal service.

NEW CROP FOR THE SOUTH.... At present, almost all space vehicles, rocket engines and space capsules are built in the west, the mountain states and in the midwest... far from the launching pads of Cape Kennedy (formerly Cape Canaveral). As rocket boosters and engines grow in power, they will grow in size, and as they grow in size, so will the problems of transporting them from factory to test stand to launch pad. The National Aeronautics and Space Administration has met this on-coming problem by locating its major space centers in the South where a network of rivers, waterways, and the ocean offer the best means of delivering these giant-size products to the launching area.

THOUGHT PROVOKING: The trouble with being a cadet encampment leader is that you can't be sure if the troops are following or chasing you...

ADVERTISERS WANTED!

Advertising rates are as follows: \$5 per column inch. Minimum 3" (One 3" ad or three 1" ads to run consecutively). Copy (wordage) for ads should be sent to Golor CAPers, Advertising Department, PO Box 48-246, Miami, Florida. Remittance should be included with copy. The ad department will lay out the ad for you and set the type. Closing date for advertising is the 10th of the month. Note: a column inch is 2" wide and 1" deep.



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MEDICAL OFFICER

The next step would be to communicate with the family physician of each squadron member. You may find a physician who not only flies but may own his own aircraft. These should be the first to be approached since you will acquire a medical officer oriented in Aerospace medicine with at least a basic knowledge of the ground rules.

Inquiries at the local airport may turn up aircraft owners who are qualified to be medical officers.

When recruiting a medical officer with no knowledge or experience with aircraft, it should be explained that this does not rule out service to the unit. Many squadrons have medical sections commanded by physicians who have never been off the ground.

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AROUND & ABOUT

Bradley Cadet Squadron, formerly the Fort Lauderdale All Girls Squadron, Group IX, held a leap-year "Twerp" on Feb 29th at Bradley Field. Squadron Commander Lt. Rae Samples said that the squadron's decision to go "co-educational" on leap year was premeditated.

Maj. Charles L. Mc Kissak, commander of Carrabelle Composite Squadron, has thrown his hat into the forthcoming political race. He hopes to become the next state senator from the 5th District.

Group I's Benjamin Franklin Cadet Squadron celebrated its first anniversary in February. After a rocky start with eight cadets and three seniors, the squadron pulled itself up by its bootstraps and now boasts 54 cadets and 11 seniors.

BFC sent 15 cadets to summer encampment last year and the squadron also boasts of its first inter-squadron marriage. The bride, T/Sgt. Elizabeth Jenkins, is the daughter of Squadron Information Officer Bud Jenkins and S/Sgt. Marjorie Jenkins and the sister of CA/1 Bob Jenkins. The groom Sgt. Douglas Anderson is now on active duty with the USAF.

Members of Group III are busily brushing up on their Spanish ever since it was announced last month that the Group will be one of the host Groups for the Girl's Exchange from Puerto Rico.

Group IV's Choctawatchee Squadron Commander, Lt. Buel Mooney, was CAP-an-th-spot recently when an F-104 crashed at Eglin AFB. The crash occurred near the site where Lt. Mooney works, and within minutes he set up a cordon to hold back the people and guard the site. Part of the aircraft exploded while it was being guarded but no one was injured.

Capt. Doug Keller, Commander of Sunrise Cadet Squadron recruited the final cadet needed to meet the Squadron's Wing quota. The squadron also has enrolled 21 out of its 23 senior members in ECL.

Group IV's Commander, Lt. Paul Kerr, announced the appointment of the Rev. Verl Sterns, Jr., as Group Chaplain. Chaplain Sterns, who recently returned from 4-1/2 years of missionary service overseas, including a period in Guinea, West Africa, served in a Tank Battalion during WWII and was a member of General Patton's army that met the Russians in Pilsen, Czechoslovakia.

Rev. James Gaylord has taken over as Chaplain for the Orlando Cadet Squadron. Rev. Gaylord, who is Group XI's first chaplain, has spent many years working with youths at summer camps and was director of Brevard County Youth for Christ.

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Flying Minute Men

(continued from page 3)

The first sub spotted by the CAP was surprised by two planes from Rehoboth as it was about to fire a torpedo into the side of a tanker near the shallow-water shoals off Cape May, New Jersey, on March 10. Observers Howard Carter and Eddie Edwards were watching two vessels steam past Five Fathom Bank Buoy when they sighted what at first appeared to be a tanker foundering, its decks awash. At closer quarters they could see that it was a submarine, obviously lying in wait for the nearest tanker. As the two unarmed Fairchild's swooped on the U-boat, its commander gave the order to crash-dive. Lieutenants Ivan Clubertson and Benny Benedict, the pilots, circled the area for an hour, but there was no further sign of the sub.

At the beginning of coastal patrol, scouting missions received top priority. Within a few weeks, however, convoy duty became the main job. Planes from Rehoboth flew rectangular patterns over the slow-moving freighters and tankers from Winter Quarter Light north to Delaware Bay, where planes from Atlantic City took over convoy chores, shepherding the ships into New York Harbor. When convoying, the practice was to fly counterclockwise in a regular pattern around the ships, being careful not to leave them uncovered from the rear.

The dawn patrol ordinarily took off from Atlantic City and Rehoboth a half-hour before sunrise, following a briefing session conducted at each base by an intelligence officer. The dusk patrol, or the last escort mission, whichever the case might be, usually returned to base half an hour after sunset. When there were no convoys to ride herd on, planes were sent out on scouting missions at two-hour intervals.

From the first, the dawn-to-dusk patrol planes, flying in pairs for mutual protection, spotted subs for the Army and Navy. Sometimes, as in the first encounter near Cape May, they forced U-boats to crash-dive just as they were about to attack a lumbering oiler or merchantman. And from the very beginning, the CAP saved lives by radiating the position of ships in distress and the location of survivors.

In the early days--and up to October 15, 1942, when the Antisubmarine Command was launched under the operational control of the Eastern and Gulf Sea Frontiers--the First Air Force, with headquarters at Mitchel Field, Long Island, was charged with protecting the East Coast from Maine to Virginia.

At the time of Pearl Harbor, the First Air Force had a strength of 337 planes, including both fighters and bombers, and 57 of these were out of commission. At the time it had only two bases along the coast, one at Langley Field, Virginia, and the other at Mitchel. It was from these and from some later-established fields that CAP planes called for assistance via the Cape May Naval Air Station control headquarters when they spotted submarines. Army bombers were credited with sinking several undersea marauders flushed by the CAP airmen.

The men who policed the seaboards on coastal patrol realized that any flight might be their last one. But they didn't carry parachutes because it isn't healthy to bail out at 500 feet or less, which was the usual altitude flown. If an engine failed, a crew's best chance was to try to pancake their ship onto the surface of the water, then to force open the doors and pull themselves out of their flooding cabin as quickly as they could. Odds were good that the sister ship circling above would be able to summon aid from a Coast Guard cutter or a passing freighter. Hitting the drink in the summer wasn't any fun, but it was much worse in the wintertime because a half-hour's slunking in the frigid water was almost sure death. The worst time to come down was during the dusk patrol, with darkness about to pull a black shroud across the ocean's face--and across a man's chances for coming home alive. It was a rugged deal that the "Sunday pilots" of CAP had taken on.

The sun-drenched beaches and the after-dark amusements of Atlantic City and Rehoboth were not permitted to interfere with the task at hand. Between flights and even during the evenings, coastal patrol personnel attended classes in navigation, meteorology, blinker code, and other subjects that fitted in with the type of operations being carried out at the time. At Atlantic City, where Major Farr insisted on still discipline and where nearly every spare minute was occupied by classes, evening sessions held in the ballroom of the Casapollitan Hotel were attended by all hands. Class-order drill was an important part of the curriculum, too, since many of the men reporting for duty were paroled gentlemen in their forties and fifties who were a long way from resembling soldiers. At Major Farr's base, a drill sergeant who came to be known as "the man with the whistle" was loaned to CAP by the Army's basic training center. His was a formidable challenge--but he somehow succeeded in converting a sizable group of assorted individualists into a smart-stepping outfit that proved on several occasions that it could hold its own with any military outfit on the parade ground.

Not one got rich on coastal patrol. Pilots received no salary but merely a per diem of \$8 to take care of uniforms, food, lodging, and all incidentals. Observers and mechanics rated \$7, and other ground personnel, including guards and office help, drew \$5 or \$6. The per diem wasn't the lavish gift that some outsiders seemed to think. Captain Robert E. Thomas, a Baltimore broker with a flair for figures, kept careful check of his income and expenses for a six-month tour of duty during which he flew 40,000 miles over the water. Adding up his resources, he found that he had exactly \$56 left after all his expenses were paid. In other words, he had managed to clear a little less than \$10 a month. He was lucky; many of the coastal patrol personnel went into the hole.

(Continued next month)

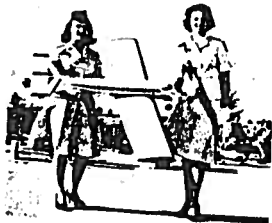
Model Plane Meet Choses Cadets as Queen & Princess

A queen and princess were chosen at the Tenth King Orange International Model Plane Meet, and both were cadets from Miami Springs Cadet Squadron.

The meet, held recently at Masters Field, Miami, drew over 3000 spectators who came to watch the 176 contestants put their radio controlled aircraft into competition. Precision flying, stunt flying and free-flight were some of the events of the meet.

Dall Hernandez was chosen Queen and Brenda Vernon was chosen Princess. Each girl was given a beautiful trophy.

Other CAP Cadets also participated... cadets from Central Miami and Benjamin Franklin helped direct traffic, timed all the events and presented the awards to the winning contestants.



XMAS PARTY

On the evening of December 19th the Carrabelle Cadet Squadron mixed business and pleasure at the Yaupon Garden Club. Lt. W. J. Squires, Commandant of Cadets and his wife coordinated the affair which was considered highly successful.

The two principle items on the agenda were a discussion period under Lt. D. O. Wheeler, Northwestern Florida coordinator of Cadet activities, and the informal portion of the gathering. Mrs. W. J. Squires was instrumental in the decorations and the serving of refreshments. The cadets exchanged gifts in the traditional manner.

The cadets were 100% in attendance. All male members were in uniform. Lt. Squires is currently purchasing material which will be tailored into proper uniforms for all female cadets at an early date.



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Group I Has a Ball

Group I held its Military Ball

on 11 January, and some 200 South to Special award was presented Florida CAP Seniors and Cadets Officer for Benjamin Franklin Ca-Shriner's Hall in Ft. Lauderdale. news coverage of CAP events, and the awarding of the Meritorious Col. Fisher, the 'Bullslinger' award, for his double duties as few... It is presumed that all of Commander of Group I and Task the awards were well earned.

by Col. duPont. Col. Fisher then made the Group I presentations, which included a trophy to W/O Allan Sepe for the most outstanding cadet during his activities as Cadet Major of the Central Miami Squadron. Central Miami also received the award as the best Cadet Squadron of Group I. 1/Lt. Ed Johnson, Commander of Miami Squadron I took the Most Outstanding Squadron honors.



Bud Jenkins, left, getting award.

AIRLINES NEED MORE PILOTS

There has been a sudden trans-formation, Embry-Riddle Aeronauti-cal Institute has been called upon by several large airlines to submit their quest for qualified pilots.

In the past, the air lines have enjoyed the seemingly bottomless supply of pilots coming out of the Air Force, men who were fully qualified in jets and with a fine background on the latest navigational equipment, etc., but suddenly, and apparently without warning, this supply of qualified men ceased to exist.

This undoubtedly is due to the fact that the Air Force, like the air lines, owns and operates fewer aircraft than in the past because of the increased capabilities of the aircraft and the fact that the Air Force has been steadily placing emphasis on obtaining officers who are making the Air Force their career. As a result of this transfor-

ation, the aircraft industry is faced with a shortage of aeronautical engineers and airframe and powerplant technicians. Embry-Riddle is unable to fill all of the requests from industry for people trained in these fields.

The above facts readily point out that the field of aviation holds one of the brightest futures available to the young men and women who have exhibited their interest in this field by participating in the Civil Air Patrol Cadet program. The education required is probably the most interesting that young men or women could engage in and the rewards after graduation, are the highest.

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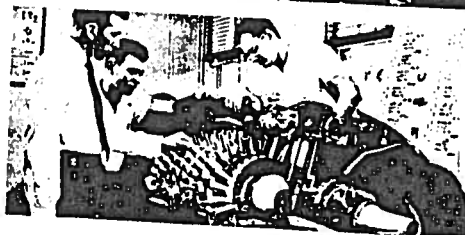


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Please rush information on all courses. I am especially interested in (check one) ☐ Flight ☐ Engineering ☐ Technical

Name _____

Address _____

City _____

State _____

Age _____

CAP



FLORIDA WING

Gator CAPers



VOL. 5 NO. IV

APRIL 1964

FLORIDA WING NO 2 NATIONALLY

Florida Steals Show at Chaplains Conference

Wing Standardizes Phase III

COCOA --- The office of the Deputy for Cadets has decided to set and standardize the Phase III achievement selection.

Lt. Col. Bass has decided that the new cadet program would be easier to control and administer if the number of variables in the program were reduced. The Phase I achievement is the same in all wings and is taught each and training cycle by all units.

The second 1964 training cycle started during the week of March 23rd to the 29th, depending on which night the squadrons met.

All squadrons started Phase I classes for their new cadet recruits. Squadrons are permitted to choose their own Phase II achievement but may teach only one Phase II achievement during a training cycle. During the first cycle, ended 16-22 March, some squadrons violated rules and regulations of the new training program by teaching more than one Phase II achievement. Squadrons will only be shipped exams by National for the Phase II achievement they have indicated by questionnaire.

The entire Florida Wing will teach the 'Flight Leader' achievement in Phase III. It was thought that the 'Flight Leader' achievement would be the most needed course for cadets with the heavy summer encampment program ahead and only those squadrons having cadets with COP's or cadet officers will teach Phase III this cycle.

ORLANDO --- 27 and 28 February saw the invasion of the wing headquarters in this city by most of the chaplains from the units of Florida wing, who were attending the annual Southeast Region Chaplains Conference.

The highlight of this years conference was the arrival and presentation of the chaplains program in CAP by National Staff Chaplain, Lt. Colonel J. Norman McConnell. He spoke about the new program as well as its relationship to the new cadet training program. Many present had not met Chaplain McConnell, a longtime friend of the wing Chaplain, Lt. Colonel Earl V. Farmer, who presided over most of the meeting.

The only chaplain present at the conference who was not from Florida or in the process of transferring to the wing, was the Region Chaplain, Major Milton Popp. Chaplain Popp said in his address that although the major area of work was in the cadet program, the chaplains should not neglect the senior program.

A total of 22 Florida Chaplains were present representing most of the Groups in the wing. Many who are in the process of joining CAP were also present.

Before he left, Chaplain McConnell remarked how enthusiastic the chaplains in Florida were taking their duties and assisting in recruiting.

All cadets in the wing who are presently officers must satisfactorily complete the Flight Leader Achievement and pass the leadership exam in order to wear the new shoulder boards. All cadet officers should complete these requirements in time to have the shoulder boards for encampment.



Wing Commander Col. duPont and USAF Liaison Officer Major Van Ness Barnard surrounded by some of the Chaplains from the Florida Wing who attended the Chaplains Conference in Orlando.

TF IV To Host Breakfast Flight

ORLANDO --- The Orlando Search and Rescue Squadron of Group XI will host the first wing-wide breakfast flight on Sunday, 19 April, at the Kissimmee Airport from 0900 until 1100 hours. The price for the breakfast is \$1.25 and the rain date will be the following Sunday, April 24th.

Each month, on the third Sunday of the month, a different Task Force will host a similar breakfast fly-in at various locations throughout the wing and they will be open to all visitors as well as CAP members. Gator CAPers will carry an article announcing each breakfast flight.

Trophies will be given for the oldest pilot, youngest pilot, oldest aircraft, and the aircraft traveling the furthest distance. A "Tall Hangar Tale" contest is also planned with a suitable prize being awarded to the best story.

The Kissimmee airport is located 18 miles due south of Orlando and has 5,000 foot paved runways. There is no control tower and radio is not required for landing. Unicom will be available on 122.8 and will be operated by Task Force personnel. There are no landing fees charged.

The field will be closed from 1400 until 1600 hours for an airshow of World War I aircraft antiques built by Cole Palen. Members may stay for the show if they like, for which there is a \$1.00 charge. CAP is not connected with the airshow but the breakfast flight was scheduled for this date because of the added attraction. Sport parachuting is often done in the Kissimmee area, so keep alert approaching the airport.

The monthly breakfast flights are the first of a series of programs designed to increase the amount of flying in CAP and to add extra incentives for the Senior Program.

ADVERTISERS WANTED!

Advertising rates are as follows:

\$5 per column inch. Minimum 3" (One 3" ad or three 1" ads to run consecutively). Copy (wordage) for ads should be sent to Gator CAPers, Advertising Department,

PO Box 48-246, Miami, Florida. Remittance should be included with copy. The ad department will lay out the ad for you and set the type. Closing date for advertising is the 10th of the month. Note: a column inch is 2" wide and 1" deep.

MIAMI --- National Headquarters has released the 1963 National Commanders evaluation of the fifty-two wings.

For the second year in a row, the Florida Wing has been rated as the number two wing behind Delaware. Delaware scored a total of 1770 points out of a possible 2000, while Florida scored 1711.

The main evaluation area in which Delaware outscored Florida was Senior Retention, (renewal rate). Florida had an average retention rate of 73% while Delaware was 85 more points in the raw score, allowing them to outscore us by a slim margin.

Colonel du Pont noted for our reporter that Florida was the only large wing to place in the top 18 places in this years evaluation.

CAP TO ACQUIRE 73 T-34's

ELLINGTON AFB National Headquarters --- CAP has announced that it is to acquire 73 T-34 aircraft for distribution to the 52 wings in the near future.

These aircraft, most of them in 'moth balls' in Tucson, will have to have their engines overhauled as well as be relicensed. They have been formally accepted by the National Executive committee and have been offered to all wings by a form letter.

The estimated cost of the aircraft to the units will be about \$3,000 for engine overhaul and relicensing. This cost will be paid by the unit that gets the aircraft shortly before delivery.

Colonel du Pont told Gator CAPers that he has requested 9 of these aircraft but feels that Florida will only be given 3 or 4 of the 9 requested. Group Commanders have been asked for their comments on these T-34's and were asked to survey their squadrons to determine which squadrons were interested in obtaining them and were financially able to pay the initial \$3,000 cost of modification as well as the estimated ten dollar per hour operating cost.

The Wing Commander said that while he did not consider the T-34 an ideal search aircraft, he did feel that it was in the best interest of the wing to ask for and accept as many aircraft as could be obtained.

Cadet Membership Passes '63 Total

COCOA --- Lt. Col. William P. Bass, Deputy for Cadets reports 1964 cadet memberships, as of March 22 have reached a total of 2,746, exceeding the 1963 year end total of 2,552 cadets by 194.

On Feb. 29, the wing was 716 cadets ahead of the same date last year and increases this margin each

month. Actually the wing passed through the 1963 year end figure on March 4th, about five weeks earlier than in 1962.

Col. Bass anticipates that the wing will continue to produce 40% more cadets than during equivalent months of 1963, giving the wing a total of 3,600 cadets by the end of the membership year.

'Gator CAPers Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....2/Lt. Ben Wakes
STAFF CONTRIBUTORS.....1/Lt. Toni Wakes
Maj William P. Mullen, 2/Lt. Robert D. Cunningham, S/M Bud Jenkins

VOL. 5 NO. IV

APRIL 1964

MEMO from the Commander

According to the latest National Statistical Report, CAP has 52 wings, 8 regions, 257 groups and 1951 squadrons and flights. This gives us a National total of 2,268 units.

Out of the total of 257 groups, Florida presently has 17. This editorial is a salute to the Group Commanders, the Group concept of management and will give a brief look into the life of a group commander.

Having served as a group commander for nearly four years, I consider that I can speak with some degree of experience in the field. The 257 men who occupy the position of Group Commander have, perhaps, the most difficult job to perform in CAP today. The group commander is an odd position. It always seems that he can never satisfy either the wing commander or the squadron commanders beneath him. He is always attending meetings, either having the riot act read to him or he is conducting a squadron commanders call at which time he hears what is wrong with him, and his staff. There is too much paper work; not enough supplies; or the wing won't promote a squadron staff officer because the man is not in ECI, but his case is special, and wing won't consider the remarks that were placed on the bottom of the form 2.

The Florida Wing is presently blessed with 17 of the hardest working Group Commanders that could be obtained. Many are newly appointed and many have similar CAP backgrounds. The average Florida Group Commander is 40 years and 7 months old, has been active in CAP for 8 years and 2 months, he or she attends an average of 1.6 squadron meetings per week, not counting staff meetings or wing meetings and spends an average of 22.8 hours per week on CAP business. (This is in addition to working for a living.) 11 of the 17 Group Commanders are active on channel 3 and 7 and 8 Group Commanders are slated to work at summer encampments with 4 stating that they would possibly be able to serve some time during one of the 5 sessions.

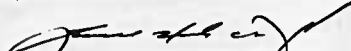
In Florida, Group Commanders have come up the ranks from lead squadron commander positions. Six are ex-cadets turned senior member in years past and now are hard at work in the senior program. They vary from one year of service in CAP to a total of 14 years in two cases. Two Group Commanders visit three squadron meetings per week and seven average two squadron meetings per week.

Wing Headquarters corresponds with the Group Commanders every three days via special Group Commanders Bulletins, which carry many announcements and reminders that the squadrons never see in the wing bulletin. Group Commanders have a weekly report and must supply details of the work week passed to the wing commander to analyze.

Wings not using Groups in the management of their internal affairs don't know what they are missing. I believe that if I were asked for a single reason why the Florida Wing is so successful in almost every area, I would definitely say it was due to the work and effectiveness of the Group Commanders that we have in Florida. Every Group Commander that we have in Florida has more people in his Group and in some cases more units than many wings in the National program. It is these Group Commanders who are doing wing level work as Group Commanders, to whom I tip my hat.

The Group Commander is the personal representative of the Wing Commander for the units that are assigned to his group. He is fully responsible for the performance of all assigned units and at the same time has full command authority over all assigned units, personnel, and CAP property. A Group Commander's job can be one of the most rewarding jobs in the CAP program. Self satisfaction is one of the few rewards that a CAP member can look forward to receiving.

Florida is blessed with the finest group of 17 men and women that can be found Nationally. I have met perhaps 50 Group Commanders from other wings but have yet to find one I would trade for one of mine!


SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander



duPont

Visits Governor

TALLAHASSEE, Florida ----
Colonel du Pont had a thirty minute meeting with Governor Farris Bryant on March 10th.

The primary purpose of the Tallahassee visit was to determine the availability of the recently appropriated state assistance funds. Col. du Pont reported that he was encouraged by his visit and hoped to be able to obtain a portion of the 1964 funds early in April.

He reported that Governor Bryant was most knowledgeable about the wing and its current strength and recent rapid growth. Bryant said he and the state government were pleased and encouraged with both recent SAR missions and the expanded cadet programs, particularly in the field of special activities and encampments.

Governor Bryant was the former legal officer of the Ocala Senior Squadron before transferring to wing staff in 1960. Col. du Pont gave the governor a set of form 13's as he had not as yet forwarded his 1964 renewals.

Tries For 'Round-the-World Solo

Members of the Miami All Girls Squadron were on hand early Saturday morning, March 21st, to wish bon voyage to one of the most famous 'MAGS' in history.

Jean Merriam, who became a charter member of the 'MAGS' back in 1953, left Miami on the first over-water leg of her bid for 1st Woman Solo Flight-around-the-World amidst the good wishes from current Miami All Girls Squadron Cadettes.

SAFE-CAP TO BE HELD APRIL 13-14

On April 13-14 Orlando AFB, Patrick AFB and Cape Kennedy will host representatives of Florida's junior community colleges and public school superintendents in an operation called SAFE-CAP (Seminar on Aerospace for Florida Educators-Civil Air Patrol).

The SAFE-CAP conference is designed to help participants to better understand aerospace education, the USAF-CAP role in aerospace education and expose the participants to current practices, trends and assistance available in working with students.

Tentatively, airlift will be provided from Gainesville, Jacksonville, Ft. Myers, Miami, McDill AFB, Pensacola, Tallahassee and West Palm Beach, departing Sunday afternoon and returning Tuesday afternoon.

Noted people in the aerospace field, USAF and CAP personnel will participate in the conference. Topics will include Education in the Space Age; Available Assistance for Aerospace Education; Florida Aerospace Education Workshops; What Can Schools and Jr. Colleges Do in Aerospace Education?; and there will be panel discussions.

For those who have not had a tour of Cape Kennedy, the briefing at Patrick AFB and the tour of the Cape will be great moments on Tuesday.



CADETS GET UNDER SKIN OF PHANTOM III

MacDill Cadet Squadron recently visited the 211-A Field Training Detachment at McDill AFB to get a look under the skin of the new F4C Phantom III.

The Phantom is a familiar sight around MacDill. They received the first Phantom delivered to the Air Force.

CAP receives excellent support and assistance from the base and so the Cadets were permitted to look under the skin and at some of the systems that make the F4C such a great airplane.

Cadets were shown how and why the Phantom can fly and land so slowly and why it can fly so high and fast.

T/Sgt. W. T. P. Leib, USAF, demonstrated such items as fuel systems, hydraulic systems, control surfaces and how to fold up the wings.

One item of interest to search and rescue was the various ways to open the canopy and disarm the ejection seat.

Cadets came away from this trip with a better understanding of the complexity of modern aircraft.

To Scholarship Committee

ELLINGTON AFB, Texas ----
National Headquarters has announced that Col. Samuel Hallock du Pont, Jr., Florida Wing Commander has been named to the National Scholarship Committee.

The Committee is one of four National Committees established to assist the National Commander

and chairman of the National Board in the preparation of programs and policies pertaining to the various fields in which these committees function.

During the year 1963, Florida nominated a total of 22 cadets for the then 19 National Scholarships. During 1964, there are a total of 27 National Scholarships available and it is hoped the Florida wing will submit nearly 30 applications.

19 SENIORS GRADUATE

MIAMI ---- Certificates of graduation were awarded 19 senior members of four CAP squadrons in the first course ever presented in advanced first aid and air crash management.

The intensive course, covering 15 weeks of three-hour classes, was co-sponsored by the Adult Division of the Dade County Public Schools, CAP and the Red Cross.

Instructors and originators of the pilot course were Lt. Gil Haas, director of the Air Crash Division of the Underwater Institute of Technology and 1st president of the South Florida Rescue Association, and Lt. Don Campbell, a director of the institute and instructor for the city of Miami Fire Department Rescue units.



Graduates received certificates of accomplishment from the CAP and certificates from the American Red Cross. Most of the graduates will continue for another 15 hours, to earn Instructor's ratings.



Flying Minute Men

the story of CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

To make financial matters even more pressing, per-diem checks were frequently as much as two months late. As a result, the men went up to their necks in debt for room rent and meals. Some public-spirited residents of the two resort communities knew what was going on, although they never said anything about the hush-hush operations being run off under their noses, and either donated meals and other necessities outright or helped by extending credit. But there were others, quite a few of them, who came to think of the patrol personnel as deadbeats. Oil companies, knowing the grim necessity for keeping bases functioning sent in gas and oil. But some of the local distributors, overdue vouchers spread out in front of them, had harsh words for CAP.

There was one precarious period during the early weeks when a telegram from the Atlantic City base arrived at National CAP Headquarters in Washington with the announcement: "Can't Pay our Bills. Being Evicted from Our Boarding Houses". Although \$18,000 had been earmarked under the Office of Civilian Defense to maintain the experimental bases, a new disbursing procedure had to be set up, and Major Earl L. Johnson, national CAP commander, hurried to the Treasury to try to speed up the process of pushing through the tardy per-diem checks.

In Atlantic City, meanwhile, Major Farr went to see the district manager of the Sun Oil Company. Within ten minutes, a messenger was making the rounds of the company's service stations in the area, and tills were being emptied of greenbacks and silver. The courier returned with more than \$1,000, enabling Farr to pay off the base's most urgent debts.

A few days after Farr's eloquent wire to Washington, the Treasury coughed up the CAP per-diem checks and the good news was sent ahead to Atlantic City that Colonel Harry H. Blee, the Air Force officer in charge of national operations and training, was on his way in an Army plane with a double handful of the precious paper. When the Colonel stepped out of his ship, Major Farr and his men accorded him a warm but fickle welcome. As soon as Blee handed the fat bundle to Farr, the Atlantic City commander hustled into the administration building with every man on the base stampeding after him. A day or so later, delivery was also made to Rehoboth. For a time, at least, the coastal patrol bases were out of hock.

But money continued to be scarce, and it looked for a time as if the boys on the coast might have to give up. Then eight of the major oil companies, informed by their ship captains of the type of work CAP was doing, came to the rescue with a contribution of \$40,000, known as the "Tanker Protection Fund". That donation, plus thousands of dollars from the pockets of some of the wealthier coastal patrol personnel, helped keep the bases going when the battle for existence was on.

CAP airmen flew in all kinds of weather, heading out over the choppy Atlantic on some dismal days when weather conditions were so far below the prescribed minimum that Army and Navy patrol planes were held on the ground. Rehoboth, Atlantic City, and a number of other bases logged well over a million miles of overwater flying apiece in less than a year and a half. At Rehoboth, which had more than its share of rocky weather, only two complete days of patrol duty were missed during that period.

"If we could see half the runway and if the ceiling wasn't so low that we stuck our heads into it on the way to our ships—we flew", is the way one pilot expressed it. Two of the first coastal patrol fliers to qualify for the Duck Club, CAP's equivalent to the famed Caterpillar Club, were Lieutenants Ralph Binder and Jim Knox of the Atlantic City base. They came down in the ocean off Cape May a few weeks after Patrol Force One got going. Ann Ackerman, the pretty brunette in the radio tower, wasted no time when she heard Observer Binder yell into his radio: "We're taking a ducking!" She knew exactly where the plane was, thanks to a position report—"or Prep Roger"—received only a few minutes before. So she notified the Coast Guard, and a patrol boat was on its way almost as soon as the CAP ship plopped into the ocean. It was lucky for the two fliers that help came in a hurry. Binder had been knocked unconscious when the plane hit the water and big Jim Knox, a rugged chap who weighed 250 pounds and stood six-feet-three, suffered a broken hip. Somehow, in spite of shock and intense pain, "Shorty" Knox dragged his observer out of the flooded cabin just before the plane sank. Binder had removed his life-vest shortly before the crash, so Knox had to hang on to his unconscious companion and try to hold his soggy head above water in the turbulent seas. Several times Knox felt Binder start to slip out of his grasp, then he'd grab for a fresh hold. The ten minutes it took for the "YP" boat to reach the scene seemed like ten hours to the weakening CAP lieutenant. When he saw the 83-foot cutter rolling and pitching in the towering seas, he shouted with all his remaining strength to attract the attention of the crewmen on deck. They saw the two bobbing heads in the water and maneuvered to take the wave battered survivors aboard.

(Continued next month)

CHAPLAIN'S CORNER

by Lt. Col. E. V. Farmer

Our world—and of course, when we speak of the world, we speak of the people in it. The world in which we live has made tremendous progress in the fields of science, art and medicine; but regrettably, our mental and moral advancement has not kept pace with our scientific advancements.

All human beings are born free and equal in dignity and rights. They, endowed with reason and conscience, should act toward one another in a spirit of brotherhood, especially at this particular time of the year—Easter. One day in the year 1945, they dedicated an American Cemetery at Two Jima. A chaplain stood before the expanse of graves. Upon a hill in the distance, a bugler was playing the last tribute to those who gave their lives upon the field of honor.

The bugler was playing "Taps", and the chaplain was speaking, "You know what that is; it is an elegy for dead comrades and friends for those whose cheeks but yesterday were round with childhood, for good brothers, for new husbands and sons you bore with so much pain. And now I stand in your stead, above fresh graves, where sleepers rest; I stand on a distant Pacific Island and open my book to speak a memorial, not for them that no longer listen, but for you. Here lie men who loved America. Here lie Protestants, Catholics, Jews, together here, no man prefers another because of his faith or color. Here, there are no quotas of how many from each group are admitted or allowed. Among these men, there is no discrimination, no prejudice, no hatred; there is the highest and purest democracy.

CAPERS MAILED

MIAMI — 2/Lt. Ben Wakes, Deputy for Information and Gator CAPers editor, stated that a total of 4,612 copies of the March 1964 issue were direct mailed to the homes of Cadets and Seniors in the wing.

Wakes said that the system formerly in use called for mass distribution to the Groups and then the papers were redistributed to the squadrons at the monthly commanders calls. "Less than 50% of the papers were actually reaching the members", Wakes said. The wing has contracted with Willard Letter Service, the printers of the paper, for preparation of addressograph plates and for the direct mailing service.

Change of address cards are in preparation to notify the printers of any change in mailing address and will be distributed to the units on April 15.

The Gator CAPers has already the second highest paid circulation

"... You
Group Commanders
are all alike!"



**Lt. Col.
Ralph
GWINN**

**COMMANDER
GROUP VI**

FIRST CADET TO JOIN HASTINGS FLIGHT, HASTINGS, MICH. BECAME SENIOR IN 1952. SERVED AS SUPPLY, FINANCE & PERSONNEL OFFICER. TRANSFERRED TO FLA. IN 1958. WAS COMMANDER CANAVERAL CAMP SQ. FOR 3 YEARS. BECAME GROUP VI COMMANDER IN 1963. HOLDER OF 12 RIBBONS.

14 YEARS IN CIVIL AIR PATROL PROGRAM

KNOW YOUR GROUP COMMANDERS - One of a series.

Somewhere in this plot of ground, there may lie the man who might have discovered the cure for cancer. Under one of these Christian crosses or Jewish stars of David, there may rest a man who was destined to be a prophet—to find the way, perhaps, for all to live in plenty with poverty and hardship for none, but now they are dead. Let us therefore memorialize those, who having ceased to live with us, live with us.

These words should be a warning, encouragement and inspiration to every Chaplain in Civil Air Patrol.

of any CAP publication, second only to CAP Times, which boasts a circulation of 50,000 copies monthly. 5,300 copies of the April issue were printed and direct mailed to the wing membership.

Applications Slow

COCOA — Lt. Col. Bass advised Gator CAPers shortly before press time, that only about 100 applications for encampment have been received and processed.

The deadline to apply is April 30th and although this leaves only a month to go, Bass felt that more cadets should have applied by now.

The wing has a total of 1250 spaces for cadets even though it is thought that not over 1000 cadets would apply.

Senior applications seem to be coming in faster than those of the cadets. Bass stated he was pleased with the number of Seniors who indicate interest in the encampment program.

PROMOTIONS

The following promotions were recorded during the period of 1 Feb to 1 March 64. This does not indicate date of rank nor does it in itself constitute authority for rank:

TO LT. COL.			
Wood, Harold	Group XI	Summerson, W.	Group I
Ball, J.T.	Group X	Nicastro, S.	Group VIII
Remlinger, P.J.	Group II		
TO MAJOR			
Cross, Dean H.	West Miami	Morgolis, H.S.	MacDill
Hoon, June	Group XVII	Nicastro, M.A.	Group VIII
Werner, J.	Group XI	Harber, Royal	Group I
Puffpaff, D.	Group VI	Friedman, E.	North Beach
Werner, E.C.	Gulf Beach	Pickens, J.C.	Gulf Beach
Mullen, W.P.	Fla. Wing.		
TO CAPTAIN			
Skinner, C.E.	Group IX	Mooney, B.	Choctawhatchee
Arlck, R.E.	Naples	Tyson, Leo	MacDill
Hawthorne, G.	Group XI	Klein, H.	Ocala Sr.
McDonough, J.	Homestead AFB	Kerr, J.P.	Group IV
Sellers, R.B.	S. Brevard	Rutz, P.J.	Fla. Wing
Kholos, N.G.	Group III	Barnett, W.A.	Central Brevard
TO 1ST LT.			
Randow, J.T.	Pensacola	Kerslake, R.H.	Palaika
Osgood, A.L.	Putnam Co.	Nemeth, W.S.	Margate
Wanson, Polly	Key West Sr.	Henry, W.J.	Key West Sr.
Hendrix, W.	Key West Sr.	Lewis, E.W.	Sarasota
Melton, F.G.	Vero Beach	Strong, J.F.	Stuart
Folding, J.A.	Hollywood Sr.	Taylor, A.J.	Surfside
Limpach, F.	Miami Sqdn 1	Ortiz, M.A.	Miami Sqdn 1
Fasil, G.W.	Titusville		
TO 2ND LT.			
Wakes, Ben	Fla. Wing	Boon Van Ochasee	Homestead Sr.
Chetham, J.D.	North Dade	Smith, H.E.	Tampa
Bass, Joan	Fla. Wing	Rambo, W.	Miami Sqdn. 1
Rambo, C.B.	Miami Sqdn. 1	Capuano, J.	Naples

Lt. Col. Raymond L. Kraemer,
Wing Deputy for Administration



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT . . .
spacecraft in orbit 100 miles above the earth are not very far out in space after all. Such an orbit is the equivalent of skimming around a 20" globe about 1/4" off the surface.

The California Aeronautics Commission reminds pilots that if they must make a forced landing they should take their cue from cattle on the ground. If they land facing the cattle they will be landing into the wind for cattle always stand with their tails to the wind.

Pilots whose vision in both eyes is 20/100 or poorer are required to carry extra glasses.

For the past three summers a college professor who became totally deaf when he was 12, has been a 'humanguinea pig' at the Naval School of Aviation Medicine in Pensacola. Because of his deafness he makes a perfect subject for tests involving a sense of balance. Mr. D.O. Peterson, chemistry teacher at Gallaudet College in Washington D.C. has been tested while in a plane performing aerobatics while seated in the hold of a PT boat plowing through rough seas, and while riding on a centrifuge to simulate weightlessness.

The U.S. Dept. of Agriculture has discovered that obsolete naval aircraft make good aerial fire fighters. Their low and slow flying characteristics help in dumping fire retardant materials on forest fires. Once filled with torpedoes and bombs, the former AJ-1 Savages and F7F Tigercats have joined the Forest Service firefighting crews far from the decks of aircraft carriers.

Cape Kennedy's space launching area is now permanently open to the public on Sundays from 1 to 4 PM (unless a launch is scheduled). Cars must follow a marked route without stopping on the 21-mile, one hour drive through the base.

U.S. Strategic Air Command bombers flying at high altitudes, left photogenic but definitely modern contrails in full view of cameras filming battle scenes for the movie "Cleopatra". Filming was halted until the contrails disappeared.

Do you have a question concerning Aerospace Education? If you do, contact me at PO Box 5031, Driftwood Station, Hollywood, Florida.



KEY TO MOBILITY: Mr. Estil Balsinger, owner of Estil's Used Cars, turns over the keys and title to a 1954 Chevrolet Station Wagon he donated to the Venice Composite Squadron of the CAP for use as

a staff car to 1st Lt. John D. Boltz (right), Squadron Commander.

Looking on are Stanley Lavins, Squadron Executive Officer, and H.M. (Chuck) Place, cadet commandant.

COCOA — William R. Bass, Deputy for Cadets, Florida Wing, has been promoted to the grade of Lt. Colonel, effective March 4th. Lt. Colonel Bass was surprised by the presentation which was made during a tour of his old squadron, Canaveral Composite

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AROUND & ABOUT

Graduation ceremonies for 30 cadets took place recently when Miami Beach Optimist Cadet Squadron cadets received awards and promotions based on different phases of their training in the aerospace age and moral development.

Gary Odom, CB'er and member of the Apopka Squadron, Group XI acted quickly when he came across the wreck at the intersection of Pleasant Rd. and Old Apopka Rd. He administered first aid to Phil Hood, occupant of one of the vehicles involved. Gary, KDI-2652 out of Apopka, also radioed the ambulance and local law enforcement officers who were quickly on the scene. Freddie Marden, also an Apopka CB'er (KDI-4263) helped put through the call.

Members of the Key West Senior and Cadet Squadrons gave a helping hand to the 1964 telethon for the benefit of the Center of Hope physical therapy center operated by the Monroe County Cerebral Palsy and Cripples Association.

Exceeding the show on WKWF's radio and closed circuit TV channel 10, were association Pres. Louis Carbonell and Miami's TV channel 10 weather girl, Virginia Booker. Senior CAP members chattered the cadets to make the donation pickups. Nearly four thousand dollars was donated during the telethon.

The cadets of the Pine Hill Squadron created and built a float which was entered in the Evans Sr. High School Homecoming Parade.

Billy M. Tinder, President of Model City Aviation at Imeson Airport in Jacksonville, has been appointed Operations and Training Officer for the Jacksonville Search and Rescue Squadron.

The Jacksonville Search & Rescue Squadron boasts among its members 3 command pilots, 2 senior pilots, 5 pilots, 1 senior observer, 2 observers and 3 other seniors presently undergoing training.

Tinder, a veteran pilot with more than 10,000 flying hours to his credit, has been a member of CAP since 1962.

It was rattlesnake steaks for the cadets of the newly formed Forest Hill Cadet Squadron, on March 15.

A conveniently killed rattlesnake, during the Squadron Bivouac, provided a first-hand taste of what a real survival meal would be like.

This was the squadron's first activity and was considered a complete success.

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CAP Lt. Col. John T. Ball, Jr., receives a farewell gift from Homestead AFB Cadet Sally Newman at a party held in his honor at the Homestead AFB Officers Club.

Group X Commander Honored

One of the first steps to be taken implementing the newly announced program of sharing CAP facilities and talents where they may further the objectives of the Continental Air Command has been taken in St. Petersburg. Major William Ewin, Commander of the St. Petersburg Composite Squadron announced that the entire facilities of CAP's regular TV program over educational TV station WEDU were made available by Lt. Russ Holden, IO to Tampa Headquarters of the Continental Air Command. A complete outline of the objectives and mission of the MacDill Field Headquarters was offered by Lt. Alan Lapides, IO, and S/Sgt. Harry Ravenstein of the Personnel Office.

The organization meeting of the Orange Park Cadet Squadron was held at the Mosse Haven Assembly Hall, Orange Park, Fla.

The cadets, families and friends were welcomed by 1/Lt. Dorothy M. DuPree, Squadron Commander. Lt. Col. Otis Phillips, Command Group II, gave an interesting talk on the background of CAP. Lt. Col. Paul Remlinger, Exec. Officer of Group II welcomed the new squadron to the Orange Park area and explained the benefits of having such an organization in the area.

Cadets and Seniors of the Homestead AFB Cadet Squadron, recently honored their former commander with a promotion and farewell party at the Homestead AFB Officers Club. Newly promoted Lt. Colonel John T. Ball, Jr., left the Squadron to assume command of the Florida Wing Dade-Roe Group X. Under his new command are seven cadet squadrons ranging from South-west Miami to Key West, with the headquarters at Homestead AFB. Col. Ball is a Major on active duty with the USAF and is Staff Aircraft Performance Officer in the Operations Plans Division of the 19th Bombardment Wing at Homestead. He has been active in the Civil Air Patrol for over two and a half years, having joined the newly-activated Homestead AFB Cadet Squadron in September 1961, as Executive Officer with the rank of Major and he assumed command a year later. He is a rated CAP Pilot and Observer as well as a US AF Navigator and Aircraft Performance Engineer with over 4,000 hours of flying time.

A Bivouac was held for the Eglin Cadet Squadron in the vicinity of Kemptner Pond on the Eglin Reservation and about 10 miles from Eglin 'Main'. 12 members of the squadron answered roll call. Under the supervision of Commandant of Cadets, W/O Thomas Clark Jr., the cadets cut trail, constructed a log bridge over a stream, constructed shelters and worked on various preplanned field problems.



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FLORIDA WING 'Gator CAPers

VOL. 5 NO. V

MAY 1964

Educators Meet In Orlando

Bud Jenkins

ORLANDO AFB --- Teenage youngsters know more than their teachers about aerospace in most cases and the Florida education system must institute an aerospace training program similar to the CAP cadet program, if we are to have the future scientists, physicists and engineers necessary to capitalize on the natural resources and climate for a top position in the national space program.

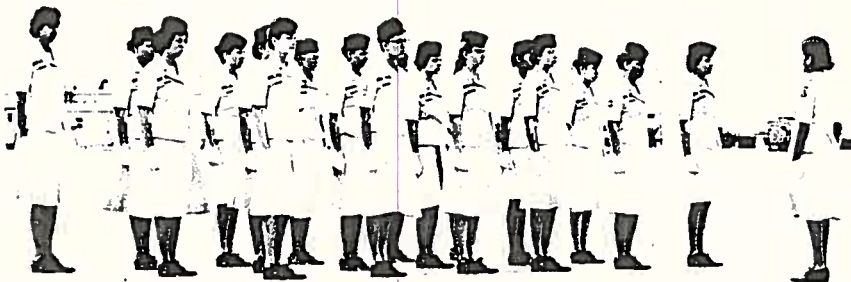
The glaring lack of competent teachers and aerospace programs as demonstrated to 75 of the top educators of the state at a three-day aerospace workshop held on June 12-14 at Orlando AFB and Cape Kennedy, presented by the Civil Air Patrol, Florida Wing.

The CAP aerospace education program was presented to the college, high and junior high school principals and guest space leaders by Florida Wing Commander Col. J. Hallock duPont; Ken Perkins, E Region director of aerospace education; Major James W. Sanderson, Florida deputy director of aerospace education and a member of the State Department of Education, and Col. G. Ballard Simmons, dean of the college of education at Florida Atlantic University.

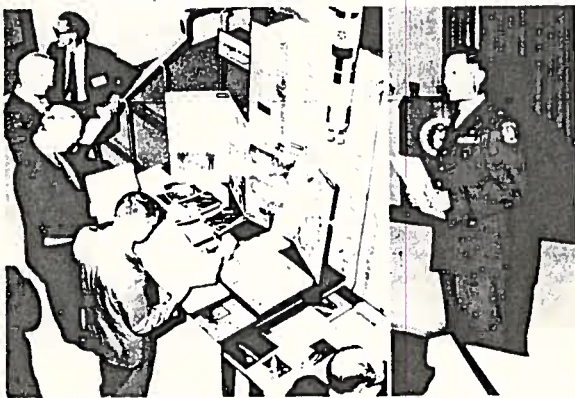
Scientific advancements expected within the next few years include the space probe, space stations for interplanetary space transportation, the harnessing of ocean waters for electricity, the development of an air car, riding on a cushion of air replacing the present automobile, a network of highways cut through solid rock underground with speeds of the cushion cars approximating 300 miles per hour, electronic computation of telephone, electric, gas, tax and other utility bills presented to each household once a month through a little black box placed beside the telephone, a push of a button in a central office, and of course the development of missiles, rockets and supersonic planes.

The CAP program was well-known by many and some of the educators had already incorporated the use of CAP textbooks into their programs on an individual class basis, but only Dade County had made any extensive use of the CAP books or allied systems. The National testing service was offered the teachers as well as the program and the success of the workshop

'MAGS' MAKE IT 3 IN A ROW



Miami All Girls Squadron - winner of the Florida Wing Drill Competition three years in a row!



CAP aerospace education materials on display at workshop.

Maj. J. W. Sanford
Deputy Director,
Aerospace Ed.

and one in Ft. Lauderdale were so enthused that not only were they to incorporate the texts but also were going to start CAP cadet squadrons in their schools.

Noted scientists, engineers and professors such as Dr. James G. Houser, director of advance programs for Martin-Merietta Co., first to enter the moon shot picture; Dr. W. G. Manning Jr., chief of space tracking systems for the Air Force Missile Test Center; Dr. D. Andrews, professor of chemistry at FAU; Dr. T. C. Helvey, SFU biophysicist; Dr. J. T. Kirby, of the Florida Education Assn., and Dr. B. Blackmon, head of the aerospace workshop at Florida State U., were enthused over the CAP program and endorsed its use in connection with other texts written for air lines, electronics firms, the USAF and the FAA.

Panelists from elementary through college institutions presented various demonstrations of aerospace

teachers themselves are not educated through workshops, seminars, institutes and in-service programs to equip the youth to take their rightful part in the future.

Many of the educators were airlifted to Orlando and then to Cape Kennedy for a tour of the missile sites by members of the Civil Air Patrol.

Representing CAP were Col. duPont, Maj. Sanderson, Liaison Officer Maj. Van Ness Barnard, USAF, S/M Kay Huber, Miami Squadron 2, Dr. Ballard, Maj. R. Moore, deputy director of cadets Group II, and M/Sgt. Bud Jenkins, Ben Franklin Cadet Squadron IO.

All CAP members were bombarded with requests for further information on the CAP program after the workshop in regards to getting materials and demonstration in public and parochial elementary and secondary, junior colleges and colleges.

More than 70 percent agreed

15 SELECTED FOR E.A.L. STEWARDESS SCHOOL

MIAMI---Mrs. Edwina Gilbert, Manager, In-Flight Training Center for Eastern Air Lines and Colonel duPont, Wing Commander, presided over a special selection board to choose the fifteen cadettes to represent the Florida Wing at the 2nd annual EAL-Florida Wing CAP Stewardess School to be held July 12th to July 18th.

The following cadettes were named: Sharon Chisholm, Mary A. Felter, Nancy Fisher, Barbara L. Frank, Michelene Hearsh, Judy A. Henderson, Mary L. Kennedy, Connie L. Kostyra, Gail K. LeGrand, Sally E. Newman, Donna M. Taylor, Paulette D. Ross, Sandra J. Smith, Patricia A. Tierney, and Kathleen L. Vaingot. Three alternates were selected in this order: Linda M. Marshall, Joyce A. Wittnauer and Diane D. Packer.

The fifteen cadettes will live at the Miami Springs Villas for the week of the school with the girls in training with EAL, and will attend all class lectures and field tours that the regular stewardess trainees participate in during their regular five week course. One stewardess trainee will be selected to act as a hostess and 'big sister' for each of the CAP cadettes during their stay at the training school.

Cadettes who successfully graduate from the CAP course, will be given the new CAP stewardess wings and the special activities ribbon.

PATRICK AIR FORCE BASE --- The Miami All Girls Squadron walked off with first honors for the third year in a row when they won the 1964 Florida Wing Drill Competition recently held at Patrick AFB. In 1962 this team was chosen as the Region Champion and won the right to compete in the National Drill Competition held annually at the Air Force Academy in Colorado Springs, Colorado.

A total of six drill teams, representing most sections of the state performed before four Air Force Drill judges in a four minute routine as prescribed for CAP drill competitions. Each of the teams was composed of 18 cadets plus a drill team leader who gave the drill commands.

Second place honors went to the Central Miami Cadet Squadron, and the third place team was composed of several squadrons in the Jacksonville area who banded together to form a complete team.

OUTSTANDING REGION CONFERENCE PLANNED

NASHVILLE, TENN. --- Colonel F. Ward Reilly, Southeast Region Commander, in a letter to all Florida Wing unit commanders, has asked for maximum support and attendance for the 1964 Region Conference, scheduled for 4-7 June, 1964, at the Diplomat Hotel, in Hollywood.

Colonel Reilly began his letter with the statement that this year's conference was to be considered a Commanders call for all unit commanders of the Southeast Region, and that it was expected that all unit commanders, or their representatives would be represented at this year's conference.

The 1964 Conference will be the first one that is entirely planned and run by the Air Force from start to finish. Each section meeting will be run by the staff counterpart at National Headquarters. It will be an excellent time for all unit commanders and their staffs to meet to explain local problems to National Headquarters.

Colonel duPont, Florida Wing Commander, has asked that all units in the Florida Wing be represented by at least two staff members, the Commander or his representative and one other staff officer. Col.

'Gator CAPers Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....2/Lt. Ben Wakes
STAFF CONTRIBUTORS:.....1/Lt. Toni Wakes
Maj William P. Mullen, 2/Lt. Robert D. Cunningham, S/M Bud Jenkins

VOL. 5 NO. V

MAY 1964

MEMO from the Commander

LET'S WAIT UNTIL THE LAST MINUTE.... The Florida Wing is suffering from a spreading administrative disease named, "Let's wait until the last minute". As of yet, there is no cure for this disease and the cure may be worse than the disease itself.

As an example of this disease, let's take the matter of encampment applications. Last year the Florida Wing established three summer encampments and sent cadets to three out of state encampments in order to satisfy the number of encampment requests. This gave the Wing a total of 517 cadets, who successfully completed the summer camp program. This year, with 41.6% more cadets, and an earlier starting date, it is proper, I believe, to assume that the number of encampment applications would be somewhere around 50% more than last year. This would give Florida about 950 cadets who should apply for one of the encampments.

On 26 April, as this paper goes to press, we have a booming total of 241 applications with only 4 days left to go before the previously published deadline for applications. Had we not extended the deadlines for these applications we would have had only about 350 cadets who would be able to go to summer camp.

Many seniors feel that Wing was going to extend the deadline anyway, so why rush ahead with these applications? The only reason that the deadlines were extended was to allow cadets to apply for camp who had been held back because seniors involved did not publicize the summer programs, or did not push to get the applications to Colonel Boss on time.

Prior planning is absolutely necessary and mandatory to the successful management of any business or Military unit. It is impossible to continue running the Florida Wing with this last minute rushing around. Only 52 of our 106 Phase II selection questionnaires were back in the first two weeks. It is now five weeks since these questionnaires were due back at Wing and despite six separate notices there are five squadrons that have still not responded to the requests for the selections.

Would it surprise anyone to know that Florida and National Headquarters have already set the dates and locations for the first three 1965 Summer encampments? Did you know that the 1965 Special Activity Selections weekend will be 23-24 January 1965?

Every time that this subject of administrative discipline comes up, someone invariably manages to mention that this is a volunteer organization. This is little excuse for abuse of normal business procedures. If something is worth doing, it is worth doing well.

I would like to make the suggestion, particularly to the squadron commanders in the Wing. Please plan your work. See what you have from higher headquarters that is delinquent, and see why it has not been sent back. Check with your staff and set up a system to see that this does not happen again. When you get one of the wing questionnaires, answer it and send it right back the same day. Don't be one of those units that has a reputation of always dragging its feet!

Samuel Hallock du Pont, Jr.
SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander

THE NEXT FLORIDA WING GROUP COMMANDERS CALL will be held at 0730, Sunday June 7th at the Diplomat Hotel, during the last day of the 1964 Region Conference. All Group Commanders and their directors of cadets are required to attend this breakfast meeting. A review of the cadet and senior training program is planned in addition to a complete presentation on the summer encampment program. Colonel Ashworth has asked to speak to the Group Commanders and directors of cadets during this meeting.

Breakfast Flight Fun For All

KISSIMMEE -- The first of the scheduled monthly "Fly-In" breakfasts was held Sunday, April 19, at the Kissimmee Airport. The breakfast was hosted by the Orlando Search and Rescue Squadron, and Lt. Henri Casanova, Commander of the Squadron said that nearly 100 CAP members and guests drove, flew and bounced into Kissimmee for a hearty breakfast that consisted of fruit juice, pancakes, sausage and coffee. Price for the breakfast, including extra coffee, was \$1.25 for adults and 75¢ for children under 12 years of age.

Lt. Col. Richard C. Lockman, Commander of Group XI, welcomed the members and guests. He predicted that 'Fly-In' breakfasts will become one of CAP's most popular social activities.

Lt. Casanova MC'd the affair and started off the 'Tall Hangar' tales with a personal 'true' story, but the award for this event went to S/M Leland Cooper of the Ocala Senior Squadron.

Eugene W. Stedman of Lakeland Composite Squadron won the award for arriving in the oldest airplane, (a 1940 JSA Piper); S/M Georgies H. Peltier, West Palm Beach, received the oldest pilot award, Lt. Nancy Klose and John Lowe, both of New Smyrna Composite Squadron shared the youngest pilot award and Lt. Toni Wakes received the trophy for flying the longest distance (from Miami).

Breakfast was prepared Field Kitchen style on portable gasoline stoves in a "T" hangar, by an Orlando S&R team of specialists who got their training preparing breakfast for their wives on Sunday mornings.

Each month, on the third Sunday of the month, a different Task Force will host a similar breakfast fly-in at various locations throughout the wing and they will be open to all visitors as well as CAP members.

MAY BREAKFAST FLIGHT IN LANTANA

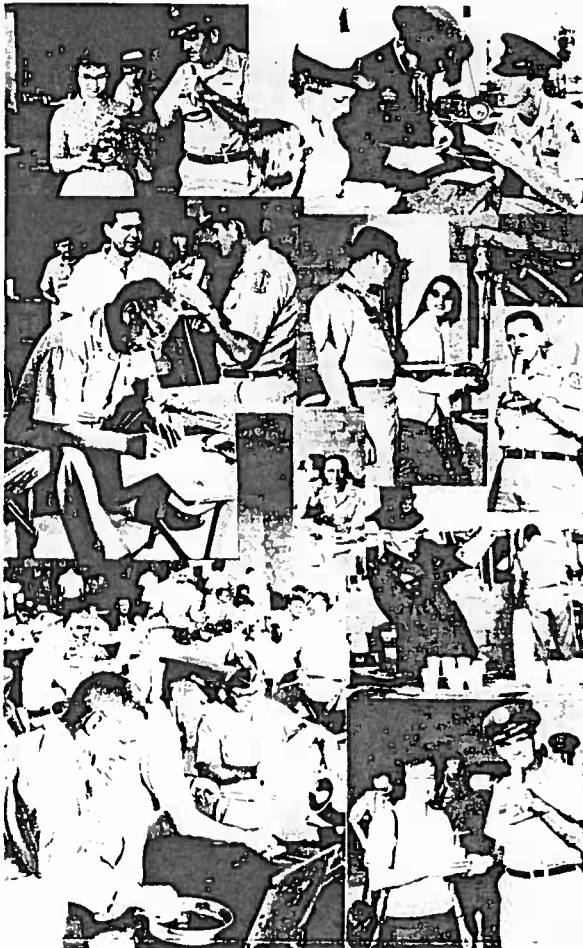
Group V and the Palm Beach Senior Squadron will be hosts for the Task Force II breakfast flight on Sunday, May 17th, at the Lantana Airport near Lake Worth. The breakfast will be served from 9 till noon with trophies being given as usual for the longest distance flown, the oldest pilot and the best hangar story.

Lantana Airport has 4,500 foot paved runways and no tower. Unicom is available on 122.8.

The June breakfast flight will be hosted by Task Force I with Lt. Col. Norman Fisher as host. This event will be held June 21st and will be at the new Homestead Airport, near Homestead, Florida.

TO HOST GIRLS

Group IV I.O. Helen Kerr has accepted the assignment of Wing Project Officer for the SE Region Girls Exchange which takes place on July 28 to August 4th. Her assignment involves hosting 12 girls and 2 escorts for two days at Pensacola, arranging and traveling by Group IV bus to Orlando and Cape Kennedy, and setting up the



Breakfast at Kissimmee...and the food was good, too!

ABOUT SONIC BOOMS...

You have probably heard the sonic booms of aircraft flying faster than sound. But if you are like most Americans, you probably don't know what causes the sharp sound, what it can do, what it can't do, whether it is necessary. Since the 'booms' come without warning they startle - they might even make you angry. You can hear and feel them but you can't see them. Pressure waves build up around an aircraft flying faster than sound, spreading in all directions. If these sound waves are strong enough to reach the ground, you will hear a 'boom'. Sonic booms are believed to be created only at the point where an aircraft exceeds the speed of sound. This is not true. Aircraft flying at super-sonic speed 'drags a cone of sound' along its path. Pressure waves created by a supersonic aircraft cause sound when they reach your ear. Any object that exceeds the speed of sound can make 'booms', rifle bullets, missiles....

The strength of a boom which

reaches the ground varies depending on the aircraft's altitude, size, weight, and speed. Temperature, wind, terrain and moisture in the air affect its strength. Air Force research has proved that the boom pressures can't directly injure people, but a strong boom may break glass or aggravate plaster cracks.

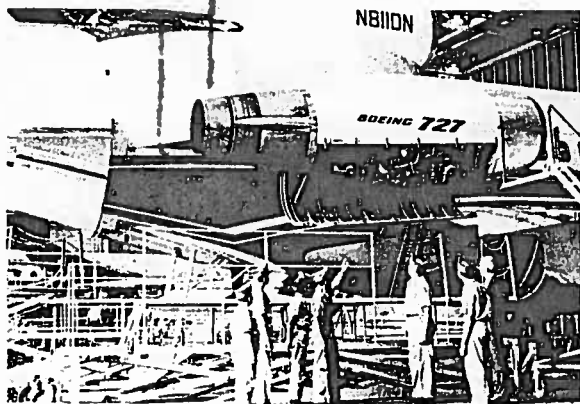
The Air Force and other organizations are trying in every way to reduce the annoyance of these sonic booms. The Air Force now restricts super-sonic flights to high altitudes which increases the distance that the pressure cone must travel to reach the ground...resulting in a weaker sound heard at ground level.

Air Force pilots flying super-sonic aircraft are mature, dedicated carefully trained men who risk their lives to perfect their ability to protect us. They are on directed missions - not 'stunting' or 'hot rodding'. Understand the need for supersonic flights. Everything possible is being done to reduce the effects of sonic booms.

THE DEADLINE FOR THE FIRST THREE ENCAMPMENTS has been extended as follows:

1st ENCAMPMENT	14-28 JUNE	DEADLINE 8 MAY
2nd ENCAMPMENT	28 JUNE-12 JULY	DEADLINE 20 MAY
3rd ENCAMPMENT	12-26 JULY	DEADLINE 8 JUNE

ALL CADETS WHO HAVE SUCCESSFULLY COMPLETED PHASE I ARE ELIGIBLE FOR ENCAMPMENT. Any cadet presently enrolled in a Phase I program and who will graduate from this phase



MIAMI BEACH -- 15 members from the Miami Beach Optimist Cadet Squadron visited the Eastern Air Line Overhaul Base recently. They were given a complete tour of the facilities by Mr. Joe Burke of EAL Public Relations Dept. They saw a jet engine just removed from an airplane come to the shop for overhaul.

After the engine is totally dismantled, inspected with ultra-violet devices for imperfections and measured for wear, they are reassembled. This all takes place in assembly line form. After the electrical components are added the engine is tested.

The cadets saw the pre-flight work that goes into getting the new Boeing 727 Jet ready.

Aerospace Education Workshop Scheduled for Fla. State

Maj. (Dr.) C. Robert Blackmon, Florida Wing Aerospace Education Officer, will be Director of the 1964 FSU Aerospace Education Workshop on the Florida State University Campus in Tallahassee during 16 June, 3 July 1964.

While the workshop will feature some of the outstanding names in aerospace science, it is designed for any teacher wanting to get up to date on the history and development of aerospace research and science.

The course is not designed for science teachers only. Any person who can gain admission to Florida State University as a "Special" student or graduate student will be eligible to register.

The course will be for three semester hours of credit at \$38 tuition. The participants will furnish their own expenses for the tuition and living during the 3 weeks.

Participants may expect (tentative, of course) an airlift to an aerospace installation, a tour of an AF base, local aerospace industries tours and some of the top speakers on aerospace subjects. The films will be worth the whole course! Various approaches to the subject area will be made by small group work in elementary and secondary education and curriculum.

In many instances, the speakers of the day will serve as consultants to participants involved in individual projects or will work with small seminars also.

FOR INFORMATION AND FORMS... write to Dr. C. Blackmon, Director, 1964 FSU Aerospace Education Workshop, Room 213, Education, Florida State University, Tallahassee, Florida.

GROUP IX & XVI Cadet Ball

Oakland Park Cadet Squadron walked off with most of the honors for 1963 at the recent Group IX-XVI Cadet Ball. Over 100 Cadets and Seniors attended the affair, which was held Saturday, April 25 at the Palm Aire Country Club in Pompano.

Lt. Col. M. Weiser, Commander of Group IX, and Captain Barry Brimacombe, Commander of Group XVI, held the joint affair to honor the best in their groups in 1963 when all units in the groups were part of Group IX under the command of Lt. Col. Ted Cohee.

Col. Weiser presented a trophy for the best all around squadron '63 to Lt. J. Arpin, Commander of the Oakland Park Cadet Squadron. Cadette Dona Palmer, also of Oakland Park, received the award for the outstanding female cadet and Cadets Norman E. Baldwin and David Arpin of Oakland Park tied for the outstanding male cadet award. (It was decided to present a trophy to each when the judges



Capt. Brimacombe also announced the selection of the first Ranger Team in the Florida Wing, which included Cadette Jean Maynard, (one of the 4 girls participating in the Ranger Training Program) from

AROUND & ABOUT

CAP was represented at the funeral of Navy's famed 'Blue Angles' pilot Lt. George Neale. The memorial service was held at the Naval Air Station Chapel on 18 March. Cadets George Coffey and Sonny Adkinson of Milton Squadron attended.

Central Miami Cadet Squadron held its first family night since the new Educational program was instituted on the 1st of January. A good many parents were out to see the cadets get their promotions and ribbons. The evening started with formation, presenting of the colors and a short exhibition drill for all the mama's and papa's who were on hand.

Sgt. Ralph Ambuehl was presented the outstanding Cadet award trophy for the quarter, and Sgt. Steven Hostetter was promoted from the ranks to 2/Lt. There were many other promotions from cadet basics up to C/S Sgt. At the close of the evening all retired to the breeze-way where refreshments were served.

Eight cadets from Pensacola Corry Field and Eglin Squadrons, appeared on TV Channel 3 during March. The cadet program was featured in the interview type presentation. Continued effort along these lines is overcoming the problem they have had in the past in educating the public to the fact that there is a CAP in NW Florida.

The Pensacola Composite Squadron enjoyed graduation ceremonies conducted by Lt. Randow and were inspired with an address given by Capt. Leon Henderson USAFR. The affair was well attended by parents who saw cadets receive ribbons for the Curry and Doolittle achievements. This was the final meeting of the Pensacola Composite Squadron before it was split into two separate units.

Jay Wilhelm, cadet commander of the Hallandale cadet squadron of the CAP, has been selected as 'cadet of the year' by his squadron.

Lt. Wilhelm, 16, was awarded the Hugh Cramer trophy at the annual cadet award ceremonies at the Lake Forest recreation center. He was selected for outstanding qualities in leadership, administration and aerospace scholarship throughout the past year. He has also been named by the Florida Wing to attend IACE this summer.

ST. PETERSBURG --- Pinellas International Airport was the scene of the annual St. Petersburg Air Exposition in conjunction with the Festival of States on Friday, April 3rd, sponsored by the Civilians. Pinellas and Hillsborough CAP units gave valuable assistance. Seniors and cadets parked aircraft, manned the information booth, and supplied escort to people in wheelchairs.

Four F84's flying low over the field opened the show. Aircraft participating ranged from a 1914 Nieuport to the new Air Force Phantom 11. Some spectators re-



KNOW YOUR GROUP COMMANDERS - One of a series.

SAFETY HARBOR --- Four representatives of CAP appeared before the City Commission on April 6th, and received the city's endorsement in organizing a youth and adult program in the area. The representatives were Maj. W. Trauner, executive officer of Group XVII, Lt. Grant Pealer, IO of Clearwater; Lt. James Simmons, squadron commander of Safety Harbor and Sgt. Peter Dopirak of Safety Harbor.

Maj. Trauner, from St. Petersburg, told the commission that Rev. Charles Hutchins of the 1st Methodist Church had agreed to be the chaplain for the squadron.

Speaker at the Milton Squadron graduation ceremonies was Commander K. J. Curry, USN. His topic was "The mission of the Squadron in the flight training program." Slides depicting the command presentation were shown. Cmdr. Curry was assisted by Lt. Magee, USN. Those receiving the Gen. J. F. held at CAP Headquarters. Lt. Curry Achievement ribbons were A.E. Sutherland, VF 101, U.S. Wayne Harrow, Sonny Adkinson, Navy, gave a very informative Larry Brewer, Carla Hembree, David-Sjoberg, James Welders, Gus Hansen and Gerald Gainer.

The Marathon Cadet Squadron participated in an annual parade in Marathon. The CAP queen, along with her escorts, rode in a white convertible decorated in the CAP colors. The other cadets in the squadron rode in an open automobile in front of the queens "chariot". The queen was cadet Debbie Majewski.

The Key West Squadron was host to members from several South Florida squadrons and the Group I Commander, Col. Norman Fisher, at a Fly-in-breakfast on April 5.

Guests were met at the airport by Capt. Wm. Plowman, Commander of the Key West Senior Squadron.

Transportation from the airport to the La Brisa Restaurant was provided by Lt. Col. R.E. Harringer, 6947 Security Squadron USAF, the Air Force Bus the "Blue Goose", was used.

After breakfast, a meeting was held at CAP Headquarters. Lt. Curry Achievement ribbons were A.E. Sutherland, VF 101, U.S. Wayne Harrow, Sonny Adkinson, Navy, gave a very informative Larry Brewer, Carla Hembree, David-Sjoberg, James Welders, Gus Hansen and Gerald Gainer.

PROMOTIONS

The following members received promotions recorded at Wing Headquarters during March, 1964:

TO LT. COL.:
Arnold, Barbara Group XV
Bodie, J.E. Group XIII
Bass, William Wing Staff

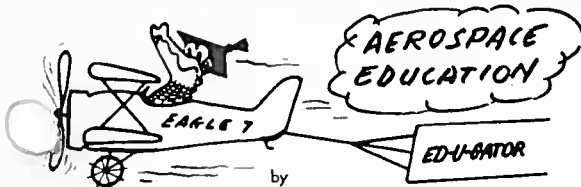
TO MAJOR:
DeMarzo, E.J. HST
Walkins, C.E. Group XV
Doyle, John C. Group I

TO CAPTAIN:
Stone, Kenneth R. Group V
Snell, Perry Saratoga
Carson, R.H. ORC
Cohen, S.H. MSC
Bailey, R.W. Group V
Tyson, L.L. Group III
Ellsworth, D.R. MSI
Johnson, E.K. MSI
Sechrist, W.E. CLT
Kent, Walter N. DWC
McKinzie, L.G. HLD
Cox, C.P. NSB
Weiser, M.M. DWC
Hammonds, O.C. HFB

TO 1ST LT.:
Roberts, A.N. Group XI
VanSchock, O. ORL
Cohen, B.J. MSJ
Lesnie, M.L. BRC
Mack, Francis UCC
Clever, J.J. CCC
Griffith, Mary CLT
Pucci, J. TMS
DeBaltz, J.D. VEN
Fisk, A.O. WGC
Nixon, John C. GTC
Allen, A.R. CLW
Rohrbach, S.E. HLD
Chandler, W.P. MSI
Thomas, D.K. TPA
Walker, J.F. Sr. CLS
Napierkowski, A.A. PVC
Sanders, W. VPS

TO 2ND LT.:
Holt, Lindsey SJR
Holt, Jereline SJR
Hughes, J.E. SJR
Bellus, Mark NAP
Turner, Paul NDD
Berry, H.L. BFC
Myers, Eric Group III

Congratulations to all!



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT . . .
Lt. Col. Pete Young, Jr. 29th Air Division, has logged over 20,000 military flying hours—more than any other Air Force Pilot.

A Stanford Research Institute report predicts that by the year 2,000 the U.S. will have adopted completely the metric system of measurement.

An energetic encampment commander, trying to inspire the troops with the idea it was later than they thought, said: "Here it is Monday morning and tomorrow will be Tuesday, and the next day Wednesday—the whole week half gone, and nothing done yet."

Minimum fuel requirements for a DC-8 overwater flight require that the airplane have fuel enough to 1) fly to its destination, 2) fly to the most distant alternate, 3) fly an additional 10 per cent of the time needed to reach its destination, and 4) fly for 30 minutes in a holding pattern 1,500 feet above the alternate airport.

A survey of speech habits of air traffic controllers revealed that the Number One problem was too fast a rate of speech, followed by poor articulation, mispronunciation, slurring of consonants, and mumbling.

Do you have a question concerning Aerospace Education? If you do, contact me at PO Box 5031, Driftwood Station, Hollywood, Florida.

of CAP's old friend, Bill Mason.—Flight surgeon was Dr. Harold Davidson, a local doctor, who gave all the necessary inoculations, took care of the sick, and handled the other medical duties, free of charge. The cafeteria, which served three hot meals a day, was run by Mrs. Dorothy Higby. The Atlantic City woman, known to everyone as Dot, transferred from the Red Cross motor corps to start a base canteen a few days after the coastal patrol moved in. Under her expert direction the canteen grew into a full-fledged cafeteria that was scarcely surpassed by the best resort hotels.

The radio setup at Atlantic City was second to none. One base transmitter was obtained through the help of RCA's Jim Riddle, who diverted it from a shipment intended for China. A second was donated by Major Larry Dunn, New York wing communications officer and later technical adviser for CAP national headquarters. He deserted his Long Island dental practice to fly regular patrols and to help develop communications facilities. In all, 38 four-frequency transmitters were built and installed in Base One's planes over the months. An added feature was a communications sub-station maintained at Sea Girt, New Jersey, by Lieutenant Bill Hillreth and his wife. The Hillreths had been graduated from the Signal Corps school at Fort Monmouth and it was their responsibility to take radio "fixes" if a plane went down. They also acted as prompters when radio messages were garbled or misunderstood.

The Rehoboth base, located three miles northwest of Rehoboth near the village of Lewes, had a small sod field without boundary lights or markers as a foundation to build on. That was just about all except for three ancient sheet-metal hangers with dirt floors and doors that wouldn't close. Here, too, a mercurial transition took place. A room in one of the hangers became communications headquarters and a lean-to attached to a second hangar was converted into an operations office. Later a canteen and a restaurant were constructed. The lumber was donated for this, but all hands pitched into the building. Captain Tom O'Dea, a Dover auto salesman in civil life, was one of the key figures in the Rehoboth expansion. He was a master at locating scrap lumber and at installing heating and plumbing.

At Rehoboth, Major Holger Hoiriis and his successor, Major Hugh Sharp, standardized with Fairchild 24s, thereby simplifying maintenance. Since Rehoboth's mechanics pulled complete overhauls, the single model made the task easier. In the summer of 1942 a seaplane base was set up two miles from the main field, at the head of Rehoboth Bay. Fairchilds equipped with pontoons usually flew as sister ships to landcraft. In addition, an antiquated Sikorsky 39 was kept for rescue work and used occasionally for patrols. *Continued*

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Flying Minute Men

the story of

CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

The Coast Guard boat couldn't come too near. There was danger that Knox and Binder would be dashed against the hull by waves. On the cutter, Chief Boatswain's Mate A. E. Ackerly had his mates tie a line around his waist and secure it to a cleat on the deck. Then he jumped over the side and swam toward the two men. He had to fight for every inch of forward movement and was sometimes swept backward despite his dogged struggle. Ackerly was nearly spent when he reached Knox and Binder, but he managed to slip his line around their waists. All three were towed in, half-drowned, and hauled aboard the cutter.

Ackerly won the Coast Guard lifesaving medal for the rescue, and both Knox and Binder carried on with Patrol Force One when they had recovered from their injuries. But it is doubtful that the two CAP lieutenants ever wore the red drake on the blue sphere that their ducking had earned for them. They had come too close to death to care about being reminded of the incident.

The Atlantic City base took shape quickly. Starting with little more than a fair landing field, with gravel runways, and two hangers—one of which was practically falling apart, Base One blossomed out with a roomy operations building, a superbly equipped control tower and communications office, intelligence and code rooms, an infirmary, and a fine cafeteria. The infirmary, which was credited with saving the lives of four cracked-up Army fliers and several CAP members who had been fished out of the Atlantic in mid-winter, was the outright gift

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Ten members of the Miami Beach Optimist Cadet Squadron were luncheon guests of the Miami Beach Optimist Club. Club President Irving Ferrel greets Lt. Kenneth Kipnis, Squadron Commander, and cadets.

ROUND ABOUT

Cadets Charles Roadman and Carol Roadman of the Charlotte County Composite Squadron were number one and two nationally to be awarded COP's under the new revised cadet training program.

At a family night held at the CAP Hangar, Charlotte County Airport, Mar 24, Lt. Col. G.K. Wall Group VIII Commander presented the COP's. Col. Wall also presented the Wright Brothers Achievement Ribbon.



Left to right: Cadets Charles Roadman, Thomas Roadman, Eileen Buddlong and Carol Roadman.

Squadron Moves

OPA LOCKA—The Ben Franklin Cadet Squadron has changed its meeting place to Sun Line Aviation facilities at Opa Locka Airport.

Through the courtesy of James Fox, general manager at Sun Line, the cadets have been given a meeting room, officers quarters, supply room and a place to drill. All facilities have been painted by cadets. The only thing missing is furniture. Any old chairs, tables, etc. lying around?

BFC added another first during the month of April. They acquired a Jeep station wagon, put it into shape, and are presently outfitting it as a combination communications first aid wagon, allowing the squadron to go operationally for the first time. Eventually a second wagon will be outfitted for first aid and the present jeep will be completely for communications under CWO Tom Aven, communications officer.

I.O. TIPS

Get the full names and the right names in each story. A baby is born and is given only one thing he can call his own. Years later he may die and still only own his name. To him that is the most important thing in the world. Spell it right!

Keep your stories brief. Tell the facts but don't embellish them with trivia. Only a select few have written the Great American Novel. Even if you do, the newspaper editor doesn't have the space to print it.

Don't use military time in your stories for newspapers. Zulu time is only for African natives as far as most editors are concerned.

Get your story to the paper NOW. A NEWSpaper is only interested in what is going to happen, is happening now or has just happened. Two days from now your story is only good for a magazine.

Don't get mad if your story isn't printed. Write another and try again!



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WELCOME REGION

WELCOME SOUTHEAST REGION... For the second year in a row the Southeastern Regional Conference is being held at the Diplomat Hotel, and once again the Florida Wing is happy to welcome the Region members to the Task Force I area.

Lt. Colonel Norman Fisher, Commander of Task Force I, has alerted task force personnel to do everything in their power to make the "visitors" welcome and comfortable.

From the registration right up to the final banquet, the agenda for the Southeast Regional Conference is full and interesting.

The conference will open with a general briefing, and seminars will be held Friday and Saturday from 0900 until 1300. The afternoons will be left free for sightseeing, golfing, fishing, swimming, etc.

A patio party will be held on Friday night and the highlight of the conference will be the Saturday night banquet. Plans will be finalized Sunday for the fly-in to the Bahamas, with return scheduled for Thursday.

Major General Albert T. Wilson Jr., Vice Commander of the Continental Air Command will be the keynote speaker of this, the first Southeast Regional Conference to be completely conducted by the United States Air Force.



FLORIDA WING

'Gator CAPers



VOL. 5, NO. VI

JUNE 1964

WING 101.78% EFFECTIVE!

Sarcap Best in Wing History



Which way to the target? Colonel Norman Fisher and Captain Nelson seem to agree.

Colonel Orren H. Lane, Chief Region Liaison Officer, and Major Clarence Brown, Evaluation Team Leader, awarded the Florida Wing 101.78% effectiveness out of a possible 100% in the annual Wing Effectiveness Test held May 2nd.

This unusual grade was made possible under the new evaluation system that awards bonus points for percentage of aircraft, crews and mobile units in excess of certain prescribed minimums.

More than 800 personnel registered for the SARCAP and a three-man Air Force team evaluated the statewide effort.

Wing Headquarters at Orlando AFB was mission headquarters, with three sub-mission headquarters. Naples was the headquarters for Task Force I and 2, under the command of Lt. Colonel Norman Fisher. USAF Major C. Brown evaluated.

Task Force 3, under the command of Lt. Colonel Earl Pilcher was headquartered at the Bartow AFB Airport. Lt. Colonel E. Lee Secret was the Air Force evaluator.

Lt. Colonel Richard Lockman was in command of Task Force IV with headquarters at Ocala Municipal Airport. Colonel Orren H. Lane was the Air Force evaluator.

Evaluation was based on a seven section CAP-USAF form, covering effectiveness of items such as Air Operation, Alerting and Planning, Preparation and General Briefing, Safety, Communications, Emergency Services, etc.

In a critique at the end of the mission, the evaluation team pointed out some of the Wing's weak points, but all agreed that the overall effectiveness of the Florida Wing was one of the highest in the nation.

More than 54 aircraft and 96 ground vehicles were involved in the search for the target... a mythical, all metal 4-place white and silver Cessna 172. The plane, piloted by Peter Rockhot, flying by himself, had left Ocala Municipal Airport at 1200 EST enroute to Everglades, Florida. No flight plan was filed at take-off on 30

Key Staff Announced

MIAMI --- Colonel S. H. du Pont, Wing Commander and Encampment Commander for the five 1964 summer encampments at Tyndall AFB, after a meeting with Lt. Colonel William Bass, Wing Deputy for Cadets, announced the key staff appointments for this summer.

Deputy Commander for 64-1 will be Captain Richard L. Leali with CWO Alan M. Sepe as Commandant of Cadets. Lt. Col. Ray Kraemer will serve as Deputy Commander for 64-2 with CWO Alan M. Sepe once again serving as Commandant of Cadets. Captain Barry Brimacombe will serve as Deputy Commander for 64-3 with his Commandant of Cadets as yet unannounced. Lt. Colonel Ralph T. Gwinn will be deputy Commander of 64-4 with 1/Lt. John W. Milner, Jr., as Commandant of Cadets. 64-5 will have 1/Lt. Duane P. Andrews as Deputy Commander and CWO James P. Cogswell as Commandant of Cadets.

Colonels duPont and Bass said although they were extremely pleased with the 62 Senior encampment staff applications, that there were many key staff jobs as yet unfilled.

Our greatest need for seniors is for the female seniors and chaplains. A total of ten chaplains are necessary and as yet, only three have applied for duty. Persons interested in working at any one of

Florida Now Largest Wing

ELLINGTON AFB, TEXAS --- National Headquarters has just announced in its monthly statistics report that the Florida Wing is now the largest CAP wing in the nation.

According to the April report, the figures for which are 30 days old when printed, Florida showed 4,502 members, almost 600 ahead of 2nd place Puerto Rico with 3,926 and 700 ahead of California at 3,830 and New York at 3,810.

Col. duPont said that Florida should exceed 5,500 members by the year end which would place it as still the largest, with California estimated to have 5,000 total.

MIAMI --- a total of 107 squadrons gave cadet achievement exams during the exam week of the second training cycle.

Exam night took place on schedule during the 9th week, from May 18th thru the 24th.

An estimated 2,200 cadets each took an exam during this time. An estimated 70% of the wing's 3,100 plus cadets were present on exam night.

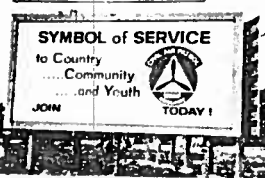
Colonel duPont estimated that the passing rate during the second cycle would average about 78% on

COCOA --- The Florida Wing became the second wing to have its cadet membership polls pass 3100 members in any one year.

Puerto Rico with its cadet program heavily entrenched in the public school system, has exceeded 3100 cadet members for the second straight year and now stands at 3701 cadets.

As this issue of "CAPers" goes to press, Florida has a record 3,141 cadets, nearly 900 more than in May of last year, and 600 more than the official 1963 year end report.

Colonel Bass states that he expects the 1964 year end total to pass the 3,500 member mark before the entire wing switches to membership year 1965 later this summer.



Applications Slow

COCOA --- The Wing Deputy for Cadets, Lt. Colonel Bass, advises that applications to attend one of the five 1964 summer encampments are still coming in to his office at a very slow rate.

To date, only 653 cadets have applied to attend, with Tyndall AFB having a total capacity of 1,250 cadets during the entire summer. Camps 1 and 2 have been closed to applicants with 230 and 171 cadets respectively. Travel orders have been mailed to all units sending cadets to either of the first two encampments.

The Florida Wing is pushing to obtain in excess of 400 more cadets to attend the remaining encampments. "We hope to send more than 1,100 cadets this year" Bass said.

The deadlines for applying for the encampments this year are as follows: Encampment #3 - deadline June 18th; Encampment #4 deadline July 6th; Encampment #5 deadline July 23rd.

The cost for an encampment is only \$17.00 and application for cadets and seniors are available at every squadron.

Squadron Commanders are urged

'Gator CAPers Florida Wing CAP

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER..... Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR..... 2/Lt. Ben A. Wakes
MANAGING EDITOR..... 1/Lt. Toni Wakes
DIRECTOR OF NEWS SERVICES..... 1/Lt. Bud Jenkins
STAFF CONTRIBUTORS..... Maj. W.P. Mullen,
2/Lt. R.D. Cunningham

VOL.5, NO. VI

JUNE 1964

MEMO from the Commander

THE RESPONSIBILITIES OF BEING NUMBER ONE --- Not long ago, a staff officer from National said that although the 1963 annual evaluation of wings placed Florida second, and since the 1964 evaluation has yet to be published, he considered Florida the number one, best wing, regardless of the system used.

Naturally I was quick to agree. Now that we are number one in size and in some key minds, number one in evaluation, we must realize that with this coveted position comes a great amount of responsibility for setting the national example.

It is important, I believe, to set the pace not only for quantity, but also for quality, for the rest of the 51 wings to follow. When you are number one, everyone is shooting to catch you and surpass you in every way. Many wings are envious at our leadership position in size, chartering units, or of the recently published first quarter standing showing us number one in the information program.

We can not afford to be sassy and complacent. We are not number one by much of a lead in any area. We do have a decided advantage, however, in that we have been pushing very hard in all areas. We have built fast, but we have built strong.

The proper wearing of the uniform may seem remote to being number one, but it is important to our maintaining our proper perspective. Equally important is military courtesy and discipline, particularly in administration. We can not get sloppy now, or ever again.

We have come a long way in 23 years, particularly of late. We are not in the Hall of Fame, but we are moving in that direction.

Florida is about to embark on "project 65". This will really be an undertaking. This will be the year for 200 units and 7,000 members. Are you ready? Is your unit ready? If not - let's get going! We are going to need all the help we can get!

Samuel Hallock duPont, Jr.
SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander

CADETS GET 'COPTER FLIGHT

MAC DILL AFB---On Saturday morning April 18, the cadets of the Brandon Cadet Squadron went to MacDill AFB to participate in a field trip.

Arriving at 0900 hours, they went to the south ramp to watch the 836th Air Division Review. Then they were taken by bus to the flight line to observe the base aircraft.

The main part of the tour was an Orientation Flight in the "Huskey" helicopters, maintained by Det 14, Eastern Air Rescue Squadron. Captain Lee, Commander of Det 14 explained the purpose of air rescue and the part played by CAP. He then explained some of the Helicopters important features. The cadets were then shown a movie on Air Rescue. After the movie Capt. Lee took the cadets for the flight.



LEFT TO RIGHT: Cadets H. King, B. Gribbohm, B. Baxter, D. Bean, P. Evans, G. Farmer, J. Strickland, J. Bennett, E. Davila, R. Llanes, M. Gribbohm, M. Weltherington, J. Heath, R. Read, D. Bennett and R. White. Extreme Right - Captain Lee, USAF & Captain Kholos CAP.

One cadet rode in the co-pilot's dining hall. Capt. Kholos, Com-

Joins Wing as Director of News Services

1st Lt. B. G. "Bud" Jenkins, former I.O. for Group 1's Benjamin Franklin Cadet Squadron, has joined the staff of the Florida Wing as Director of News Services.

Jenkins is no newcomer to the newspaper business, having entered journalism as a sports writer and columnist while still in High School. He has been editor of four weekly papers and currently is on the reporting and photography staff of the South Broward Bureau of the Ft. Lauderdale News.

Bud joined CAP as a charter member of Benjamin Franklin Squadron in February 1963. His wife, Marjorie, is the squadron personnel officer, his daughter Elizabeth Anderson is coordinator of women and his son Robert is the cadet supply officer. A son-in-law, Douglas Anderson, was operations officer until his enlistment in the USAF in March 1964.

Jenkins attended the Suffolk University, College of Journalism in Boston, is a member of Sigma Delta Chi, professional journalist society, member of South Florida Rescue Association, Inc., past president of the Lions Club, past secretary of the Moose Lodge Legionaire of Moose.

As Director of News Services, Jenkins will still continue as Gator CAPers star reporter and photographer, will write the wing press, radio and TV releases and will assist the Wing Deputy for Information with the IO program.

NEW TRAINING CYCLE JUNE 8TH

WING HEADQUARTERS---The third 1964 cadet training cycle will begin on Monday, June 8th.

Questionnaires will soon be sent to all squadrons asking which phase II achievement each squadron is teaching in the 3rd cycle. Each squadron may reach only one phase II achievement during any one cycle.

The Aerospace Education Achievement will be taught wing-wide by all squadrons having Phase III cadets in their units.



Wing Director of News Services, Lt. 'Bud' Jenkins.

CAP Radio Used In C.G. Test

NAPLES --- The USCGA held a test mission in Florida on May 16 with a simulated Tornado striking four locations in the state. In the Naples area, simulated recon flights were made to report 'damages'. The following reports were received by USCGA Headquarters in Naples: 1150EST: Aircraft reports bridge on Rt. 92 to Marco has ten to fifteen foot section missing.

1205EST: Aircraft reports very extensive damage to buildings at Marco. Medical assistance required.

1225EST: Aircraft reports two boats drifting northwest 1 mile west of tower at Caxambos Pass. One in sinking condition, the other about a quarter mile away, capsized with two persons clinging to keel. Advise point of departure of rescue craft so we may guide to scene.

1240EST: Aircraft reports swimmer in Rooker Bay, apparently heading toward an island.

1250EST: Aircraft reports extensive fires at Marco. Injured being moved out of area. Bucket brigade operating but fire too extensive. Need fire fighting equipment and medical aid.

1315EST: Aircraft reports rescue boats guided to scene of boats reported earlier. Rescue effected. Tow being secured to sinking craft. Advise action regarding capsized craft desired.

1325EST: Swimmer in Rookery Bay on island north of east-west line from channel marker #40 in center of bay. Requires medical attention and pickup.

95 SHORT OF COP QUOTA

COCOA --- Lt. Colonel Wm. R. Bass, Deputy for Cadets, reports that application for the Billy Mitchell Award (COP) have slowed down considerably during the past month.

While pointing out that Florida has now a total of 45 Billy Mitchell awards so far this year, 95 short of the 1964 quota, Colonel Bass felt that the main reason for the lack of application was due to the wing being in the middle of the cadet program cycle. "We expect to receive 35 applications after exam night this month", Bass said.

Including this present training cycle, Florida will have three complete cycles before the year and in

CRANE 24 WHERE ARE YOU?

One of the most complete, personally owned and equipped Mobile Rescue Units of the Florida Wing is owned by, of all people, a 'paper pusher'!

Crane 24 has been seen around the Wing, in the past, as a black Chevy station wagon, with 'skunk stripes' and '24' on the top. This is no longer around. The unit has been replaced with a newer '63 Pontiac station wagon and after 3 months of hole drilling, wire stringing and a great deal of technical work done by S/M Jerry Genaw of the Orlando Cadet Squadron, the unit is once again operational.

Some of the equipment and features of the unit are: Radio - Johnson Viking Mobile 4467.5 kc, SCR 522 148.14 mc, Citi-fone CB-5 26.62 mc. Public address system for paging and controlling crowds around a mission scene. Ability to feed any of the above radios into a PA system for monitoring while away from the unit in the field. 110v power supply for field repair of equipment etc. A siren (for emergency only). Ability to simultaneously flash parking and tail lights (for off road parking only). Fire extinguisher (dry chemical type). Litter, full size partial folding canvas type. Crow bar, shovel, machete knife and tools. Spot lights, portable type 12v. Signal flares (railroad type 15 min. 5 min. red) Smoke type (1). Rope, 200 ft. nylon, for roping off crash area. Clothing field (rain gear-knee boots-gloves-pancho) also used for shelter half and cover-alls. Survival food, 3 meals, and water jug, canned heat and cook stove. First Aid Kit large size, made up, and 2 blankets and splints, (set of four). 22 cal. pistol (for emergency use only).

The equipment is carried at all times and is stored in a well under the rear deck with radio gear reported to a control panel on the dash. The litter can be transported on the roof top carrier when unit is used for 6 passenger transportation, and can be used inside the vehicle with an attendant seat available due to a split back seat. The entire unit is air-conditioned and electrical gear operated on standard alternator and battery.

Oh yes, the proud owner and operator of this unit is Lt. Colonel Ray Kraemer of Wing Staff.



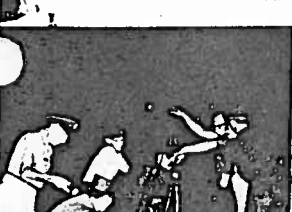
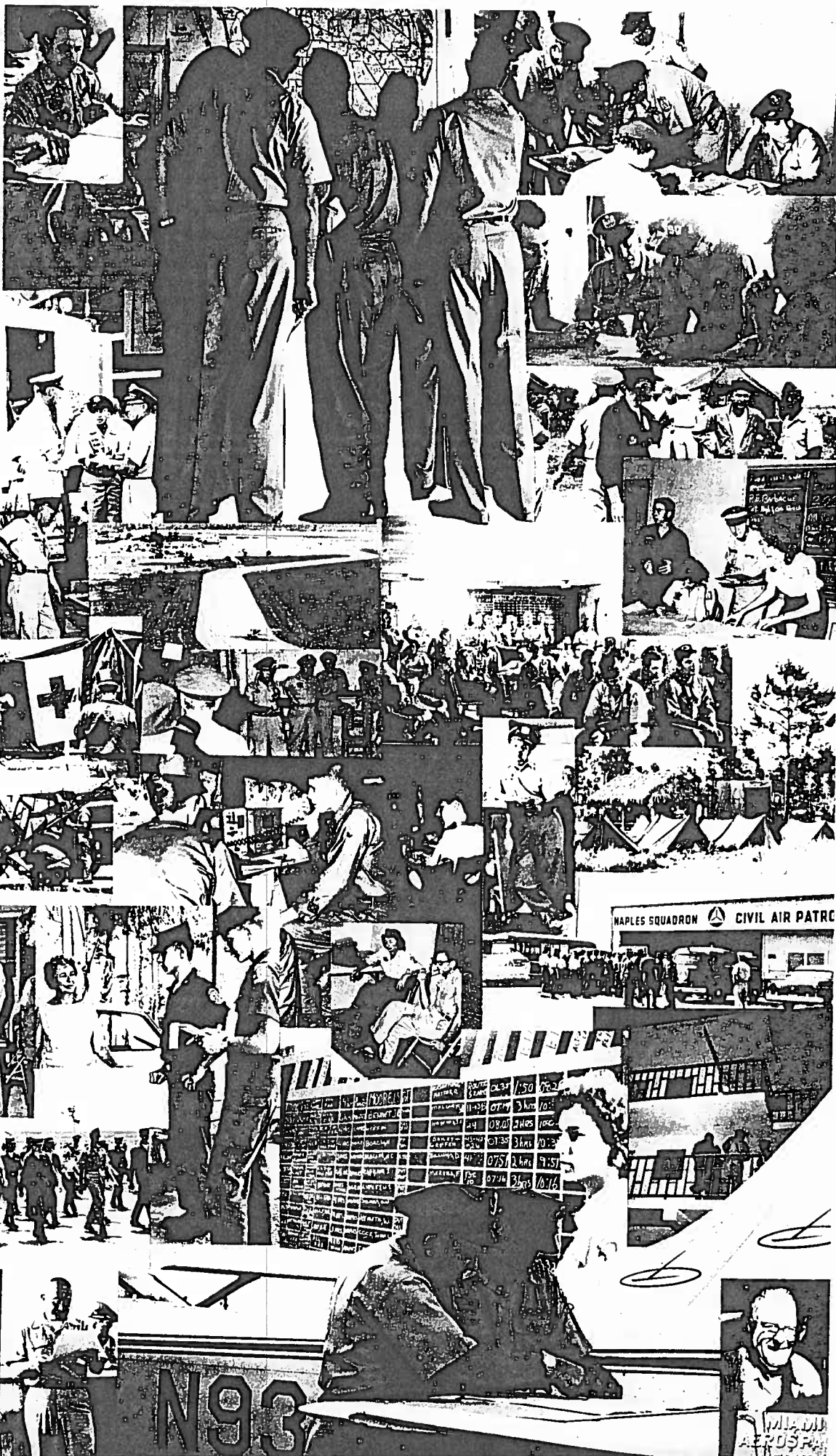
Lt. Colonel Ray L. Kraemer Crane 24.

SARCAP *Continued*

was probably going fishing in the Everglades. FAA was notified of the missing aircraft and pilot by his wife who failed to receive a phone call from her husband.

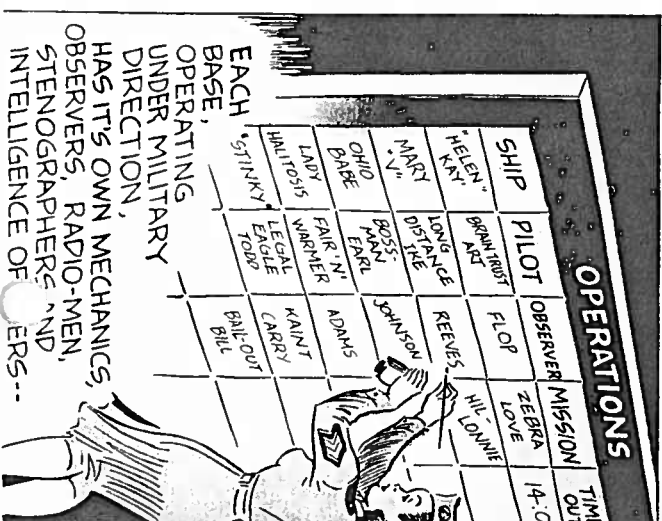
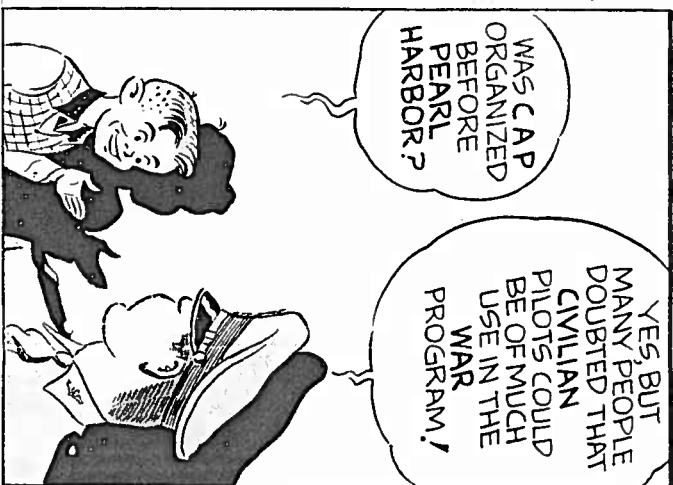
This was the problem as it was presented to the wing during briefing held the evening of May 1st. By 6 AM May 2nd, aircraft in various parts of the state were in the air... the search was on. In spite of hazardous flying weather, most of the search areas were covered. In Naples, Task Force I and II sent out 14 ground search crews in relays and aircraft flew a total of 41 sorties for a total of 71 hours, covering 43 search areas... all negative!

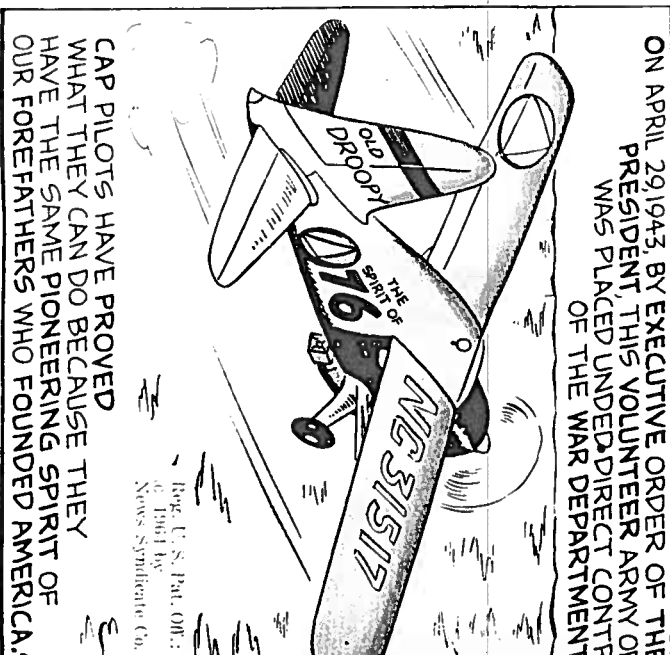
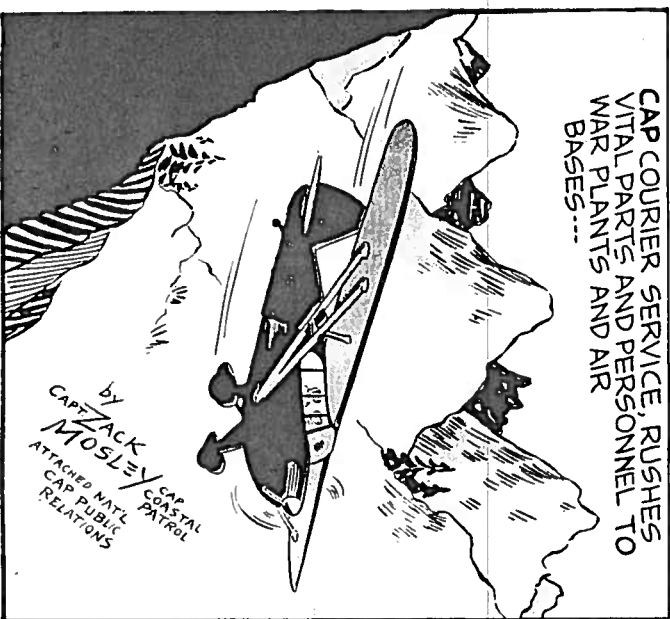
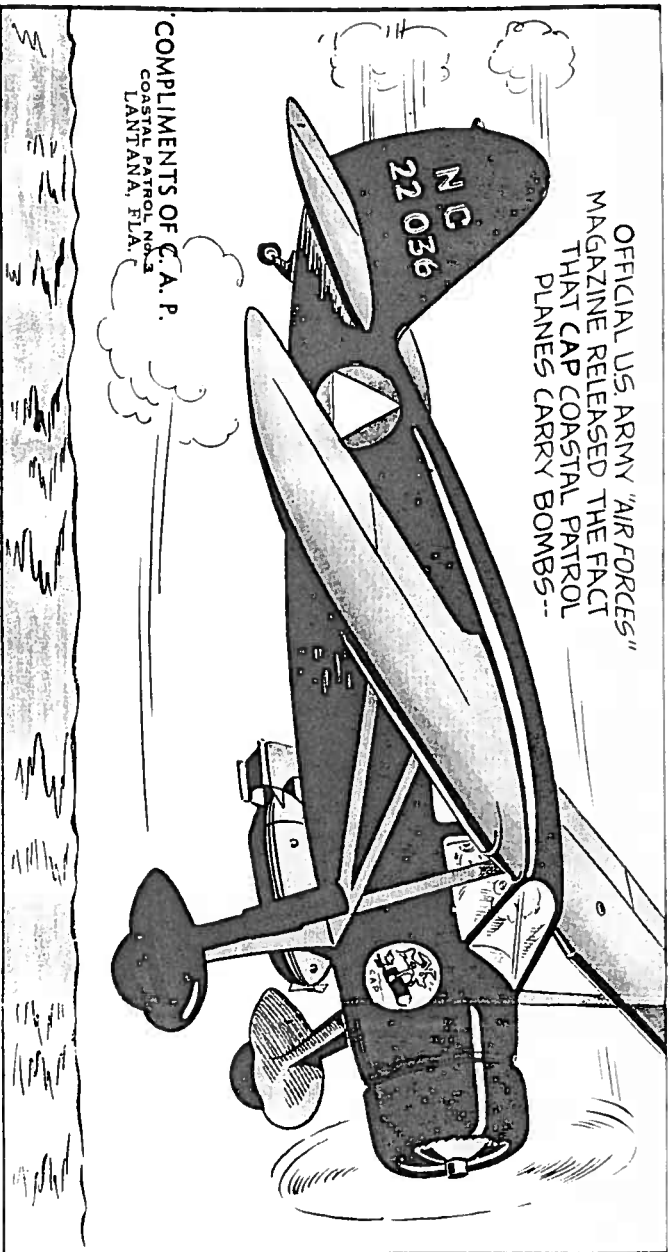
By mid-afternoon, a lead that the pilot once talked of flying over five acres of newly acquired land a few miles south of Bonita Springs sent a ground rescue team speeding on its way. The pilot was located, treated for simulated injuries and brought to headquarters in a CAP ambulance. The target had been located!



Chicago Daily Tribune

THE WORLD'S GREATEST NEWSPAPER





AROUND & ABOUT

MIAMI --- Central Miami Cadet Squadron held its annual anniversary party on Friday, April 24 at the Palm Springs Community Room.

A nice turnout of cadets, their dates and parents attended. There were two honored guests, Major John C. Doyle and his son Colonel John F. Doyle. Col. Doyle who is on the Wing Inspection Staff, gave the cadets a real ringout inspection.

Cake and punch were served. A special birthday cake which had three sparklers on it, was to represent the Squadrons third anniversary.

Squadron Commander Lt. C. J. Buhaltz introduced Col. Doyle, the squadrons first commander, then Maj. Doyle, the second commander and Mr. Paul Kadlec liaison for Eastern Air Lines. He introduced his senior staff and congratulated them all on their wonderful work.

JACKSONVILLE --- A follow-up ground search for the remaining wreckage of a Navy jet that crashed in heavily wooded territory on May 3rd, was conducted by five squadrons of the CAP from the Jacksonville area.

An all day search which began at 8:30AM was concentrated in an area about 25 miles north of Jacksonville.

Personnel were assigned to cover ground approximately 1000 yards wide and 300 yards long.

The firing pin from the pilot's ejection seat and a small piece of wreckage were recovered.

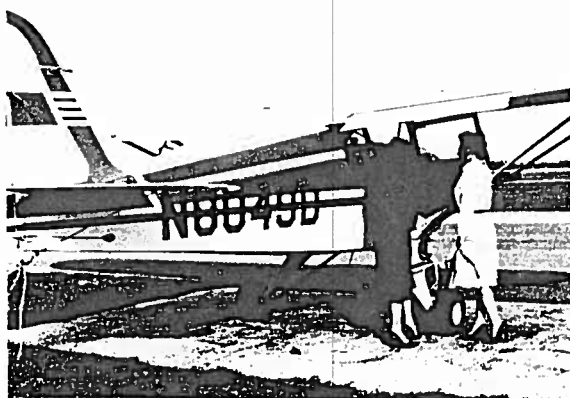
The participating units, with a total of 40 cadets and 6 seniors were Jacksonville Cadet, San Jose Cadet, Fort Caroline Cadet, West Jacksonville Cadet and Orange Park Cadet Squadrons.

VENICE --- The fast growing cadet program of the Venice Squadron under the command of 1st Lt. John DeBaltz, has begun a series of basic search and rescue training missions utilizing their cadets in the ground rescue work.

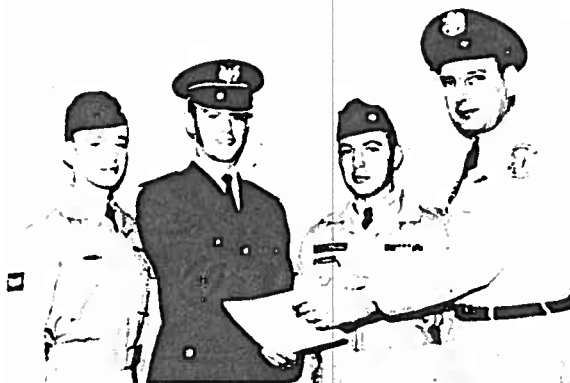
On April 18, 25 cadets and 5 seniors set up a field rescue headquarters in the deep wooded area near Venice. Using tents for shelter the program consisted of field first aid, military training and discipline, physical fitness tests and practice search and rescue of downed pilots.

"We need a new medal" one cadet remarked, "for cooking and then eating what was cooked!". With this kind of spirit, the Venice Squadron is building up membership to an all time high!

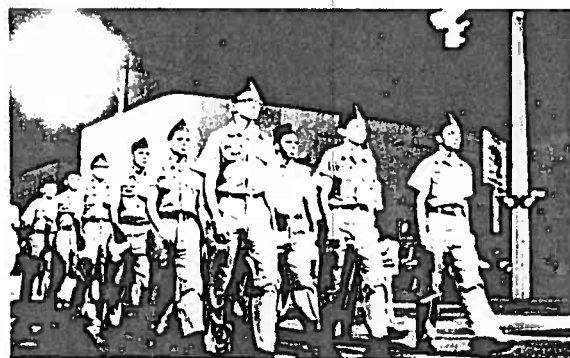
The squadron hopes to sponsor similar training with their groups units from Sarasota, Bradenton and Arcadia.



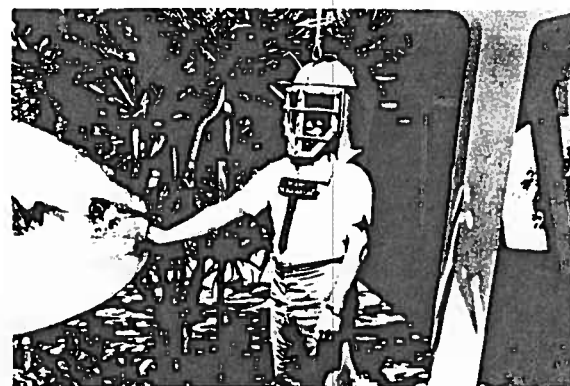
Flying club members of Miami Squadron II hocked their jewels, watches and CAP medals to raise money for their new 150 HP Tri-Pacer. Aircraft was paid for by members who bought up block flying time in excess of \$3,300.



The Gerber brothers --- Bert, assistant Cadet Commander of the Winter Haven Squadron; Bill, now at the Air Force Academy; and Bob, who is presently at the Marion Military Institute, Marion, Alabama; are pictured left to right with Captain Leo Van Drimmelen. Winter Haven claims the national record of having three boys from the same family receive their COP's from the Civil Air Patrol.



A part of Group V's cadet contingent in the West Palm Beach annual Armed Forces Day parade. Squadrons in the Group V area combined to form a co-operative group the size of the other military units represented.



Captain Ken Stone, Commander of Group V, indulges in some photographic antics as he poses for a novelty picture

Flying Minute Men

the story of CIVIL AIR PATROL

FROM THE BOOK BY
ROBERT E. NEPRUD

"We fly by the grace of God and Smitty," the Rehoboth pilots were accustomed to say.

Captain Everett M. Smith was the full name of a small, dark haired man in his early fifties whose mechanical wizardry became legendary. A veteran of the First World War, he had worked with aircraft during most of his adult life, and had once designed and built a very flyable airplane. He had assembled P-40s for General Chennault's Flying Tigers in China before the United States was formally at war with Japan, later returning to a field near Wilmington as base mechanic. When High Sharp invited him to come along to Rehoboth, he accepted on the spot.

Smitty was usually tinkering around in his workshop an hour before dawn, and he often could be found among his benches and homemade machines and tools at midnight. He trained young local boys and a few former automobile mechanics to help him do tricks with airplane motors. When it became impossible to have major overhauls made at inland stations, Smitty manufactured the special equipment needed with the help of a second-hand lathe and a few hand-tools and did the job at Rehoboth.

Captain Smith's safety devices were widely copied around the coastal circuit. One of his best known inventions was a door that could be tossed aside in a matter of seconds when a pilot was forced to crash-land in the ocean. Since one of the greatest hazards to the downed pilots and observers was the danger of being trapped in the plane's cabin by the pressure of the water, the removable doors simplified the process of leaving the wreck in a hurry.

To make a ditched plane stay afloat, Smitty manufactured special tin cans that would fit into the rear of a Fairchild's fuselage. There were five of them, all a different shape. The cans not only prevented a plane from sinking like a rock, as

planes had a bad habit of doing, but also converted a wreck into a position marker for rescue operations.

"You see," one of the Rehoboth pilots explained, "visibility is one of the vital factors. A rubber boat drifts at two or three miles an hour. If you lose it in the wintertime, the men can't possibly last the night. But this plane with tanks has its tail painted a bright yellow. It floats obliquely with its engine in the water and its tail sticking out, a beacon twelve to fifteen feet high and visible as far as ten miles away on a calm day."

Smitty's "cans" proved their worth soon after they were installed. On several occasions, planes were towed ashore and salvaged after going down.

Ed Smith's Atlantic City counterpart was Lieutenant Rudie Chalow, a garageman from Vineland, New Jersey. Soon after his arrival the tall, thin-faced engineering officer transferred practically his entire repair shop from Vineland to the base. Chalow's equipment was housed in a little shed built inside ramshackle Hanger Three. Some of the patching and improvising that took place under the sieve-like roof of the old hangar was decidedly unorthodox, but Rudie kept the patrols in the air.

The third experimental base was opened on Marcy 30, 1942, at Morrison Field, Florida, a few miles from West Palm Beach. But Army traffic was too heavy, so Major Ike Vermilya—an old-time airman who was the prototype for Zack Mosley's "Long Distance Ike" in his syndicated "Smilin' Jack" comic strip—moved his lads to a small municipal airport just outside Lantana.

Mosley, a captain in CAP, was in Major Ike's crew and flew numerous missions over the water. With Captain Art Kell, the unit's intelligence officer, Mosley once escorted newspaper columnist Henry McLeMORE from Daytona Beach to Lantana for a visit which furnished

GROUP V VISITS SEAQUARIUM

Twenty-three cadets and two seniors from the Group V area visited the Miami Seaquarium on May 9th aboard the Group V bus recently acquired from Wing Headquarters.

All aboard at 9:30am headed south from West Palm Beach. Represented were four squadrons, Riviera Cadet, Lantana-Lake Worth, Palm Beach Cadet and Forest Hill Cadet.

Since the bus could carry only a limited number, cadets were selected by virtue of their test grades in the new training program. This afforded a terrific reward for the

Two hours later Florida's scenic US 1 turned onto Miami's famous Rickenbacker Causeway where the glittering golden dome and the monorail system of the Seaquarium could be seen in the distance.

The bus arrived about 45 minutes before the show began allowing time for group pictures to be taken by the public relations staff of the Seaquarium.

Later the cadets went sight-seeing through the show windows of the deep where they could stare 'face-to-face' with literally hundreds of fish, some weighing 500 lbs. or more.

After the show of jumping porpoises, barking seals and sea-lions

...are you SURE
this is
the Bosa Nova?

material for several columns regarding "the old man's branch of the air service." Here are some excerpts:

"The two CAP captains brought me down in a ship that looked as if it were on lend-lease from the Smithsonian Institution. I would not be at all surprised, in fact, if its motor wasn't stolen from Eli Whitney's cotton gin. Yet this crate, this fugitive from a salvage drive, is the pride of the coastal patrol base from which they operate.

"We took off from a military base and the kids there couldn't help but laugh as we taxied to the line between rows of modern dive-bombers and pursuit planes. The air-speed indicator showed 80 miles per hour as we were airborne and 210 when we cleared a pine thicket so closely that I could have robbed a sparrow's nest had I chosen to. Captain Mosley was at the controls and Captain Kell at the repairs. Kell tied some mysterious strings together, put on some earphones that didn't work, and manually held a ventilator closed. It was the only plane I was ever in that underwent repairs while taxiing to take off.

"We came down as the crows flies but we didn't beat any crows who were following the same flight plan. When we landed, a group of CAP's were taking off on a routine flight. Out over the sea they disappeared, flying planes that made ours look like a luxury liner in comparison. Any time you want to sing a song to some unsung heroes, lift your voices to those middle-aged men, all volunteers, who are doing a hazardous job in equipment that would make Pratt and Whitney have gooseflesh that Douglas could see all the way from California."

The deep water a few hundred yards off Lantana Beach was a main highway for coastwise shipping. It was also a playground for submarines. In the space of a very few miles, more than a dozen sinkings had taken place. The U-boats struck their biggest blow early in May, accounting for five Allied ships in less than 48 hours.

Three patrol planes searching for survivors from the SS Eclipse, the first victim, spotted a submarine about to attack another merchantman. They dived on the periscope and drove it under. That night the Nazi sharks went to work in earnest and blasted four more vessels in Major Ike's front yard.

The dawn patrol on the morning of the 5th sighted the SS DeLisle on the beach, 25 miles to the north, with a gaping hole in her side. Farther south, other patrols located three more victims of the night's orgy of death. The SS Amazone, Dutch freighter, was down within sight of shore, the tip of her most protruding from the water like a gravestone marker. Nearby, the American tanker SS Java Arrow was still afloat but listing, one side bashed in by a torpedo. And five miles to the south, the US Tanker SS Halsey, afire from stem to stern billowed great clouds of black smoke -- she had burst into flame several hours after being attacked, just as her crew was approaching in life-

One of the killers, spotted off Cape Canaveral by the Melbourne Patrol just at sunrise, paid for its share in the previous evening's depredations. Pilot Carl Dahlberg and Observer Earl Adams sighted the U-boat with its conning tower awash, lying in the path of an approaching tanker. The German lost interest in the hunt when the Stinson got within a mile and a half of it, crash diving for cover. Dahlberg and Adams circled low over the area where the sub was last seen. Twenty minutes later, they picked up its slick, on a line between the diving point and the tanker. A Navy plane answering the CAP call for aid, took up where the Stinson left off. It unloaded two depth charges and later, reported by the grapevine, to have found their mark.

The rash of sinkings was only a few hours old when an incident occurred that almost broke the hearts of the two Lantana fliers concerned and had much to do with bringing about the arming of coastal patrol planes.

Pilot Tom Manning and Observer "Doc" Rinker were cruising in their Stinson when they spotted a submarine on the surface in the vicinity of Cape Canaveral, near the mouth of the Banana River. In its haste to get away, the U-boat rammed its nose into a mudbank and stuck there, its propellers churning futilely. The CAP plane circled overhead for 42 agonizing minutes while Rinker and Manning watched the mired monster squirm in the sand like an ugly worm. Rinker was on the radio every minute of the time calling for bombers, destroyers, submarines--anything! But before help arrived, the sub worked itself loose and disappeared in deep water. Weak with excitement and disappointment Manning and Rinker flew home to Lantana, moaning and cursing about "the big one that got away".

Major 'Ike' called CAP headquarters in Washington and scorching the wires with his report: "That's one we could have chalked up for a sure kill if we'd had bombs!" he shouted. "You see that we get 'em and pronto, so we don't get caught with our pants down again!"

General Arnold, learning of the incident at Cape Canaveral and of similar experiences by other CAP fliers along the coast, soon afterward directed the arming of all patrol planes. The Stinsons and Fairchild's and other aircraft were fitted with bomb-racks which held demolition bombs and depth charges. Light planes carried two 100-pound 'demos,' and heavier ones like the Gull-Wings, Reliants, and Widgeons hoisted 325-pound depth charges. For the most part, standard bomb-racks were used, while releases varied according to which ordnance depot armed the ships. A bomb-sight rigged from 20 cents' worth of hairpins, glass, tin cans, and miscellaneous scrap by an anonymous Army technician at Morrison Field was improvised for CAP's use and turned out to be surprisingly accurate up to an altitude of 3,000 feet. This was more than three times the height at which the CAP dropped its bombs.

Next Fly-In Breakfast June 28th

This month's Wing Fly-In Breakfast will be held one week later... (the 4th Sunday) and will be hosted by Task Force 1's Commander, Lt. Colonel Norman Fisher. Col. Fisher feels that the Wing will need an extra week to recuperate from the Regional Conference.

The breakfast will be held at the new Homestead General Airport, near Homestead, Florida, and breakfast will be served from 0900 until noon.

For those pilots who get lost just flying around a pattern, this airfield is easy to find--just follow the 188° Radial of the Miami Omni 32 miles south to where it intersects the 243° Radial of the Biscayne Omni... and you'll find us around somewhere!

As usual trophies will be awarded for the longest distance, oldest pilot, etc. How 'bout having one for the most landings made in one approach?



**COLONEL
F. WARD
REILLY
COMMANDER
S.E. REGION, CAP
SINCE 1958**

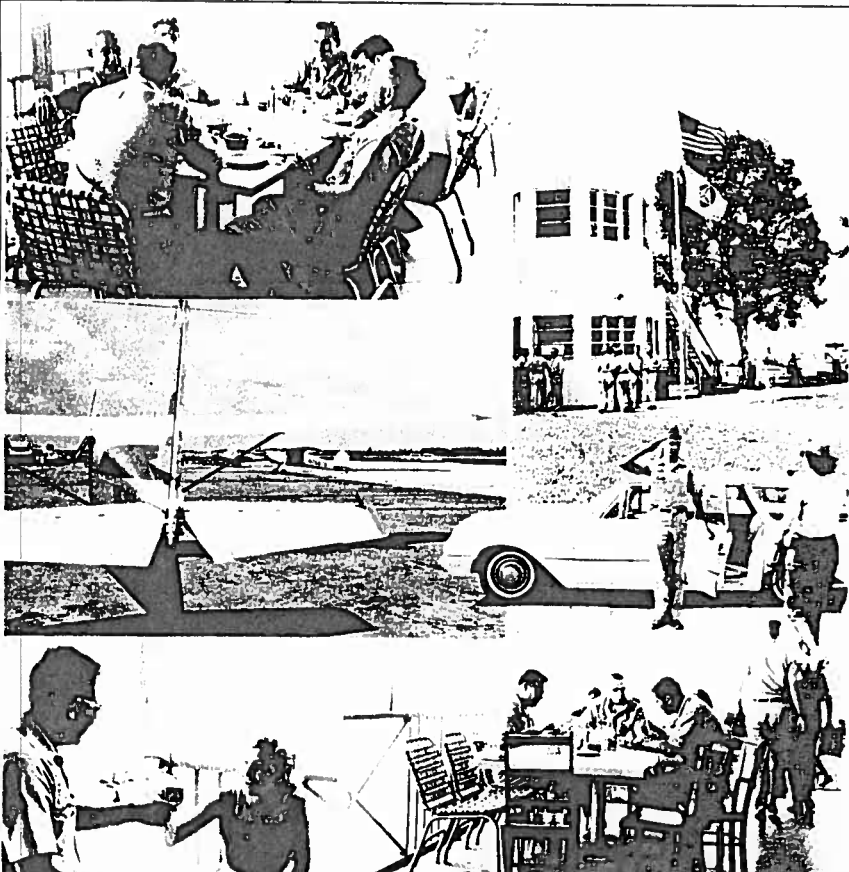
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ATTENDED FIRST CADET
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MAXWELL AFB
ALABAMA*

*PAST PRES. CRANTHOGA FLYERS CLUB
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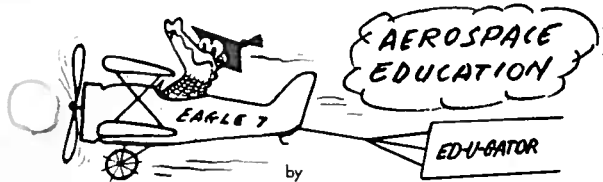
LANTANA --- A 'catered' affair --- complete with limousine service from aircraft to dining room!

FAA Guests

JACKSONVILLE --- The Jacksonville Search & Rescue Squadron were the guests of the Federal Aviation Agency office at Hilliard on Sunday, 17 May, for an inspection

Billy M. Tinder, president of a local aviation company and operations and training officer for the squadron stated that the purpose of the tour was an orientation and familiarization session for the benefit of the pilots and observers who con-

"We want the members of our squadron to be thoroughly familiar with the facilities and techniques of the FAA," Tinder said, "since they have frequent contact with FAA personnel during missions". The tour was arranged by S/M



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT.... navigational air signals. In addition, baggage tags have been changed too.

Airline passengers arriving at LaPaz, Bolivia airport are offered oxygen respirators when they leave the airplane. The airport is 13,425 feet above sea level.

Upper atmosphere research first began in the US with the firing of a series of 64 captured German V-2 rockets in 1946.

Texas has more airports and landing strips than any other state. It leads with 655, followed by California with 514 and Pennsylvania with 485.

Chuckles - some cadets enjoy the opportunity of attending a summer encampment to get away from their school routine and forget things... and when they open their suitcases they find that they did!

I.O. TIPS

Tell the most interesting part of your story in the first paragraph. Keep it short and have your facts straight. Don't guess at names. Look them up.

Unless you are a professional writer, don't try to write a full story. Write down the facts and hand them to the reporter in your area. He will write the story according to the style used by his paper.

DON'T GO TO THE EDITOR OR PUBLISHER of a city daily newspaper. He is much too busy to be worried about stories. He makes up the pages of the paper. The paper hires reporters to write the stories. See the man or woman reporter on your beat.

Write down the facts and names. Don't try to phone your story in unless you have a 'real hot' one. Names and places get garbled on the phone. Write it!

If you have photos for the paper make sure that they are 8x10 glossy black and white. Color pictures do not reproduce well in a newspaper. Editors prefer the larger

prints in most cases. Some weekly papers can use 5x7 prints.

Papers prefer to have their own photographers take local pictures. Notify the paper in plenty of time to schedule a photo. Then remind them the day before of the appointment.

Keep a schedule of appointments. Most news photographers have several assignments each day. Don't keep him waiting or expect him to stay for your whole meeting. If you say 8 p.m. and the photographer is there, stop what you are doing and set up the photo then and there. Let him get on his way. You can always interrupt your program long enough for the advantageous publicity your squadron will get from the photos.

Cadets Aid In Disaster Exercise

HOMESTEAD AFB---As screaming sirens sounded the start of exercise 'Great Effort,' Capehart housing residents here settled in their dwellings to wait out the large scale disaster exercise.

Thanks to the efforts of CAP cadets from the base squadron, the area dwellers knew what was happening and what to do. The base recently underwent exercise 'Great Effort' to test its ability to survive a nuclear attack.

The cadets, assisting the base Disaster Control Office, distributed some three-thousand leaflets outlining procedures to be followed.

CAP S/M Homer Perry met early one morning shortly before the start of the exercise with cadet A/IC Sally Newmand and Basic Cadets Jim Freeman, Wayne Gorton and Larry Turner. Eight hours later the footsore CAPers had blanketed the housing area with exercise handouts.

Some screwy write-up's appear now and then in maintenance logs. For instance:

After a local flight a pilot entered this discrepancy in the aircraft form 'Something loose in tail'. The next morning when he returned for another flight in the same bird he found this reassuring corrective action entered after his write-up: 'Something loose in tail tightened'.

Another pilot's write-up: "No. 2 engine missing." Corrective write-up: 'Replaced No. 2 engine'.

The write-up: 'Prop pitch control stuck 50 miles out'. The corrective write-up: 'Adjusted to 3 inches'.

First flight write-up: 'Left wing heavy.' Corrective write-up: 'Centered tab'. Second flight write-up: 'Right wing heavy'. Corrective write-up: 'Centered tab'. Third flight write-up: 'Both wings heavy'.

WING HAS 141 UNITS

ORLANDO AFB---Lt. Colonel Ray Kraemer, Wing Deputy for Administration, announced the activation of Paxon Cadet Squadron in Group II near Jacksonville.

Paxon Cadet Squadron is the 17th new unit to be chartered by the wing during the first half of membership year 1964, and raises the wing unit total to a record 141. Florida now stands second in the number of chartered units behind New York which has 146.

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Florida chartered 42 new units during the year 1963 and deactivated 10, leaving the wing with a net gain of 32 units for the year, which established a new national record for any wing's gain in chartered units.

Present wing plans call for the chartering of 37 new units during membership year 1964, raising the wing total to 161, passing last year by three.

Colonels duPont, Bass and Kraemer are quick to point to the tremendous activity in chartering new units by the Group Commanders. Particularly outstanding have been Groups II, IV, XI, XII and XVII.

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PROMOTIONS

The following promotions were recorded at Wing Headquarters during April. This does not necessarily indicate date of promotion or authority thereof:

TO CAPTAIN:

Frank, R.L.	Winter Haven	Wright, G.	OCC
Schmidt, W.A.	CLT	Westphal, G.T.	TMS
Allen, R.W.	PIE		

TO 1st LT:

Putney, D.J.	ARL	Roadman, C.W.	CLT
DuPree, D.M.	ORP	Mullins, P.	TMS

TO 2nd LT:

Hughes, J.E.	SJR
--------------	-----

ACTIVATIONS during April

Santa Rosa Cadet SRC 08173 Group II
Box 435, St. Augustine, Florida - Commander L.E. Andreu
South Dade Cadet SDC 08172 Group X
Box 1025 Homestead AFB, Florida - Commander Gary Wruck
Old Tampa Bay Cadet OTB 08171 Group XVII
Box 143 Safety Harbor, Florida - Commander Peter Dopirak
Tarpon Springs Cadet TSC 08170 Group XVII
Box 1336 Tarpon Springs, Florida - Commander Wilton Garret
SW Dade Group XVIII 08175
General Delivery - Ludlam Br., Miami - Cmdr. Richard Leali
Tampa Cadet Squadron TPC Group III
Box 9002 Tampa, Florida - Commander Harvey Smith
South Putnam Cadet - Group XII
Box 215 Crescent City, Florida - Commander Thomas Colbert

DE-ACTIVATION:

Manatee Search & Rescue Squadron,
Okeechobee Squadron

CHANGE IN COMMAND:

Mt. Dora Cadet - Niel Neiford Box 288 Mt. Dora
Milton Cadet - Milton E. Watson S/M
Canaveral Beach - David W. Pleva, Capt.
Pine Hills Cadet - Ruth Nickels, M/Sgt.
Tampa Senior - David E. Thomas 1st Lt.
Pinellas Park Cadet - Helen S. Keetley, 2nd Lt.
University Cadet - A.E. Schrader, Capt.
Key West Cadet - Donald A. Moore 1st Lt.
MacDill AFB Cadet - Leo E. Tyson, Capt.

CHANGE OF ADDRESS:

Ft. Caroline Cadet - Box 8491 Jacksonville, Fla. 32211
Miami Springs Cadet - Box 307, Hialeah, Fla.
Pinellas Park Cadet - Box 11145, St. Petersburg 33733
Group IV Headquarters - PO Box 2181, Pensacola 32503

Lt. Col. Raymond L. Kraemer,
Wing Deputy for Administration

Lt. Col. John F. Doyle
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NEW CHIEF NAMED

DEPUTY COMMANDER TO TAKE HELM COL. ASHWORTH TO RETIRE

by Bud Jenkins

Col. Joe Mason was named new National CAP Commander slated to take the place of Colonel Paul C. Ashworth when he retires to civilian life later this month.

The Pentagon confirmed the appointment of Colonel Joe L. Mason, national vice commander under Colonel Ashworth for the past 30 months and one of the most decorated fighter pilots of World War II. Col. Mason, 49, was formerly deputy commander of the Third Air Force before drawing the CAP assignment. His appointment to the top USAF-CAP spot was announced at the Saturday night banquet by Major General Albert T. Wilson Jr., keynote speaker for the Region Conference held at Hollywood-by-the-sea, Fla.

Two Generals Praise CAP Program

Two Air Force Generals made speeches praising CAP at the South East Region Conference last month.

Speaker Major General Albert T. Wilson Jr., Vice Commander of the Continental Air Command, and Brigadier General Adriel N. Williams, Commander of the Air Rescue Service, both had high praise for the work CAP is doing.

General Wilson lauded the 82,000 'dynamic Americans' of the Civil Air Patrol, its new cadet aerospace training program and the updated emergency service operations of the senior members.

The speech made by the General was humorous in vein, yet deadly serious, as he denounced the modern day version of the word 'square'.

"What happened to the word 'square' which used to denote honesty, loyalty, trustworthiness, fairness and integrity?" asked the vice commander of the Continental Air Command. "We used to know an honest trade by a 'square deal', an honest and fair merchant or salesman by a 'square shooter', a trustworthy business firm as being 'four square' and a meal of good measure for the price as a 'square meal'. Today the word used as a slang expression is listed in the dictionary and the thesaurus as meaning 'a booby', 'a misfit' or a 'know nothing' or a 'has been'."

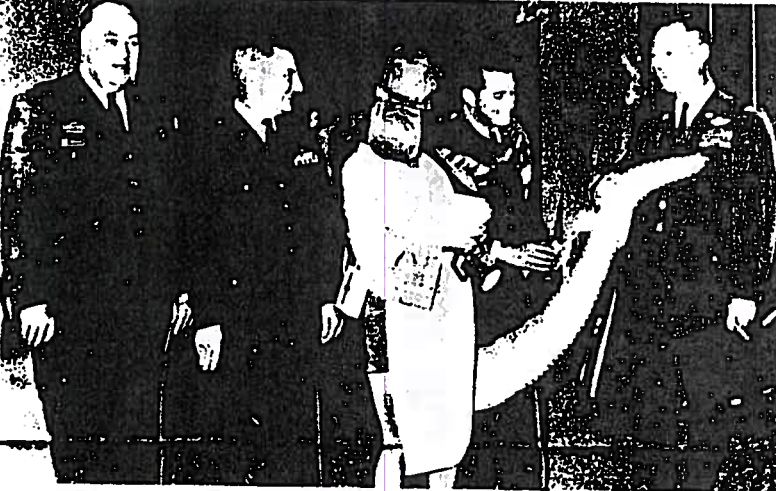
The CAP is giving something to youth, to the community and to the country and at the same time keeping the teenage youth out of the streets, jails and courts," he said. "You are providing us with the top scientists, engineers, teachers and pilots of the future."



VOL. 5 NO. VII

JULY 1964

FLA. WING WINS 4 AWARDS



Inspecting the Florida Wing 'Gator' at the S. E. Region Conference, left to right: Region Commander Colonel Reilly; Retiring National Commander Colonel Ashworth; 'Gator' North Dade Cadet Kathy Blacker; Colonel DuPont and newly appointed National Commander, Colonel Mason.

HOLLYWOOD-BY-THE-SEA-- The Florida Wing walked off with the lions' share of the trophies and awards at the annual Southeastern Regional Conference held at the Diplomat Hotel.

The Florida Wing captured all but the Flight Safety trophy which went to the Tennessee Wing during the award program of the conference. The 'Gators' walked off with the trophy for the best score on Civil Defense and Search & Rescue operations, the highest effectiveness rating during wing SARCAP's, the information officers trophy for outstanding public relations and publicity fields (third in the nation), and the trophy for adding the greatest number of new units during the year.

Colonel S. Hallock duPont accepted the trophies for Florida from Colonel F. Ward Reilly, Regional Commander. Lt. Ben Wakes, Wing IO received the information trophy.

Certificates for outstanding contributions to the IO program in the Florida Wing were presented to 1st Lt. Helen Kerr of Group IV and 1st Lt. Bud Jenkins of the Ben Franklin Squadron, by Lt. Ben Wakes.



Left to right, Bud Jenkins, Helen Kerr and Ben Wakes.

Wall to head Task Force 7

ORLANDO----Wing Headquarters announced the appointment of Lt. Colonel George K. Wall as the Commander of Task Force VII, with headquarters in Naples.

Col. Wall, who served a four year tour as the Commander of Group VIII, assumed his new duties June 1st.

The TF VII appointment makes the 3rd Task Force Command job a full time CAP duty. It is hoped that within a years time, more full time Task Force Commanders can be appointed, as the personnel for these jobs become available.

Brigadier General Adriel N. Williams, Commander of the Air Rescue Service throughout the world was equally high in his praise of the CAP as he addressed the general assembly.

General Williams predicted a closer liaison between the USAF and CAP with more training, additional responsibility for the CAP and even the participation of the auxiliary in the space age recover and search program, serving as excellently in outer space operations as efficiently as it not serves in emergency services.

Seniors total 1820 Members

ORLANDO AFB----Lt. Colonel Roy L. Kraemer, Wing Deputy for Administration, recently released the official June 1 strength report which shows that Florida has a total of 1,820 senior members.

This figure is an increase of 136 members over the same month during 1963 and places Florida in a select group of only 11 Wings that have more seniors this year than last.

Of the 1,820 seniors, 1,250 are renewal members, some whose service dates back to 1941. 570 of this year's most impressive total had joined the Wing during this current membership year.

Four Pass Quotas

COCOA----The Deputy for Cadet's office reports four squadrons have exceeded their 1964 Exam Quota, the Miami All Girls Squadron, West Jacksonville Cadet Squadron, South Brevard Composite Squadron and Putnam County Cadet Squadron.

"Exam Passed" quotas are established by Wing, to measure the effectiveness of the units examination and training program. The formula II, based on 70% of Cadet membership quota, and sets as a goal 3 tests passed per 70% of the Cadet membership quota.



The first group of over 100 cadets from Group VI to leave from Patrick Air Force Base for Encampment at Tyndall.

3,300 Cadets in Fla. Wing

COCOA----The Florida Wing has just passed through the membership figure of 3,300 cadets. Of this total, 3,214 are 1964 cadets, and the balance are new 1964 cadets.

The figure of 3,300 cadets represents an increase of 33% over the year 1963 figure of 2,552. The Wing has, for the third year in a row, exceeded the previous years total by 40%. We have still two more months left for '64 cadet memberships and are sure to pass the 3,500 figure Colonel Bass said.

FILL OUT AND SEND IN JULY FLY-IN COUPON ON PAGE 4

'Gator CAPers Florida Wing CAP

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
 EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy
 to Editor, Gator CAPers. Advertising rates upon request.
 Note to contributors: Material must be typewritten on 8 x 10" white
 paper, one side, double spaced. Photographs and material cannot be
 returned. Deadline - 15th of month preceding publication.

WING COMMANDER..... Col. S.H. duPont, Jr.
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 DIRECTOR OF NEWS SERVICES..... 1/Lt. Bud Jenkins
 STAFF CONTRIBUTORS..... Maj. W.P. Mullen,
 2/Lt. R.D. Cunningham

VOL. 5, NO. VII

JULY 1964

Tyndall Air Force Base has rolled out the red carpet for the Florida Wing and is presently engaged in maximum support at our large record encampment effort.

Never have I seen such spirit and cooperation at any military installation in cooperation with CAP Seniors and Cadets.

Tyndall is the home of the 73rd Air Division and the 4756th Air Defense Wing. The Division is commanded by Brig. General Robert Burns and the Wing by Colonel Klem Kalberlein. General Burns is an old hand at supporting CAP. The 4780th Air Defense Wing, located at Perrin AFB, Texas, a sister Wing to the 4756th is the Wing that hosts the annual Jet Orientation Course for fifty-two cadets. Colonel McLean, Air Base Group Commander, and his assigned project officer, Captain James Barnett, having been doing an outstanding job in support of our encampment effort.

Tyndall has assigned our Wing three concrete barracks buildings, all adjoining the main base area. Into these buildings, some 107 Squadrons will pass 900 cadets for two weeks training.

As fine an encampment training schedule has been arranged for us. In the twelve days of training, eighty-four hours of tours, instructional periods and exhibits have been arranged and scheduled.

Once at the encampment, the cadets are divided into flights of about twenty-five cadets each, and are assigned to the training program. When not training with the base, the flights are combined two-to-a-squadron, for drill and other training.

The Cadet Group Staff run the Cadet Group. The Seniors present at the encampment program work closely with the Cadet Staff but do not interfere with the active Cadet management. The Senior Officer serving as Commander of Cadets is the key man in managing the Cadet Group.

T-Bird rides have been the highlight of the training program. About forty-five cadets in each encampment will get over two hours ride in the Jet trainer. This flight program is another outstanding example of base support.

Truly, Tyndall Air Force Base has been one of the most outstanding examples of USAF support of CAP.



duPont

CD Exercise

STUART--- Twenty one cadets and seniors of the Stuart Squadron participated in a twenty four hour Civil Defense fallout shelter test exercise conducted by the Martin County C D staff to train shelter management staffs and to familiarize the public with the CD shelter program.

Many of the cadets were assigned to the Shelter Operations Staff Service Sections: Shelter Security, Medical Aid, Fire & Rescue, and Welfare. Lt. John Strong, the Squadron Commander, was assigned Deputy Shelter Manager and acted as Shelter Manager for 16 of the 24 hours in the shelter.

A total of 74 people of all ages, from schools, local business firms, and government agencies participated in the test. The operation, conducted with as much realism as possible - simulating conditions that probably would exist in event of actual attack.



Chow! Cadets get acquainted with shelter rations.

CAP Invited

Want to test your skill in first aid or rescue operations against the best in the world? Or would you just like to watch the International champions in competition with each other?

You can have the opportunity on August 6 and 7 during the annual conference of the International Rescue and First Aid Association at the Americana Hotel on Miami Beach.

Top teams from Canada, Europe and the United States will compete on the beach in both senior and junior classes. The Civil Air Patrol has been invited to enter teams of four members and an alternate. If interested, contact Lt. Bud Jenkins at MU-9-3206 or at PO Box 473, North Miami at once.

The competition starts at 5 pm each day.



S.E. Region→

More than 500 CAP'ers bivouaced at the plush Diplomat Hotel for sectional conferences to iron out problems in all phases of the program, to learn the new cadet program and senior training programs and to get a glimpse into future plans for the region, national and the squadrons in CAP.

All was not seriousness as can be attested to by those who attended the hot-dog and shrimp beer bust on Friday night and those who had a taste of the scrumptious roast beef at the banquet. Reports trickled in of a few impromptu parties, held in various rooms of the hotel. These reports had not been confirmed as we went to press. We've got a lot of birds but no stool pidgeons in CAP.

The longest breakfast on record was chalked up at the Florida Wing Commanders call Sunday morning. Breakfast was served at 7:30 am. Some of the unit leaders didn't get out until after 2 pm.

No wonder Florida cops the major share of the trophies WE TRY HARDER!

Leads Nation

ELLINGTON AFB, TEXAS--- National Headquarters announced last week that the Florida Wing leads the nation in the first quarters Interim Information Program evaluation. Florida placed third in the nation in the information evaluation during 1963.

Lt. Ben Wakes said he was most pleased with our first quarter standing and was quick to point out how much assistance he was getting from Directors of Information to achieve practically 100% reporting.

CADET S&R MISSION

Thirty cadets and 15 seniors from 5 squadrons in Volusia and Brevard counties took part in a 2-day practice air search and rescue mission at the Samsula airport on 23-24 May.

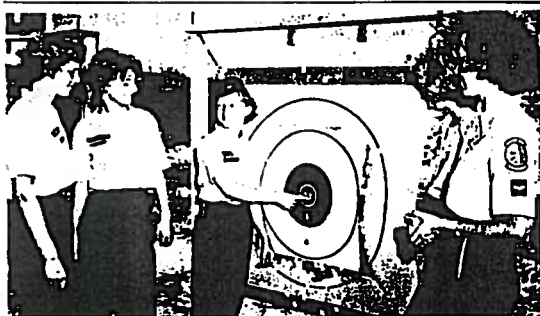
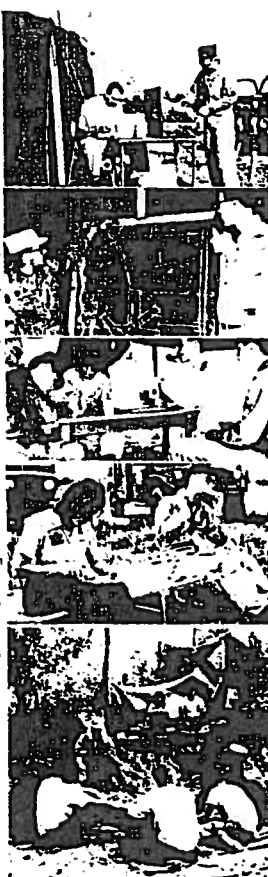
Instructors 1/Lt. Frederic Joye, 1/Lt. Nancy Klose, CWO Paul Reid and A2C Billy Salters from the New Smyrna Beach and Canaveral Squadrons taught the cadets tropical survival and field safety. Group VI Commander Lt. Colonel Ralph Gwinn assisted by Captain Charles Cox, New Smyrna Beach, taught the classes on operations and the planning of a search mission.

Saturday evening the cadets saw films on Project Mercury provided by NASA. Afterwards the cadets practiced survival skills in making camp.

Sunday morning the cadets were divided into five groups, three manning the ground rescue units, one in operations as briefing - debriefing and staff officers and the fifth group being flown by the five participating aircraft to find the three targets and lead the ground units in to the 'downed' pilots. After a set of air and ground sorties, groups were rotated so each cadet had the opportunity to fly, participate in operations and to be on ground teams being directed to each of the three targets.

All cadets were flown so that each could see what a target looks like from the air and how to lead a team in for rescue.

After a closing critique at 12:00 o'clock, cadets and seniors left for their home units, New Smyrna Beach, Deland, Daytona Beach, Titusville and Cape Canaveral.



Right on the target... Cadet Hembree proudly points to "bulls-eye" as other cadets enviously look on. Target practice is one of the many enjoyable events taking place at the Tyndall Air Force Base encampment.



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FLY IN SPECTACULA

CAP Members Invited To Preview Facilities Of New Academy

AN INVITATION to preview the facilities of the nation's newest private, non-profit, non-sectarian preparatory school for boys has been extended to all CAP members by John H. Herring, President of NASA.

The academy occupies the building and grounds of the Pinecrest Lake Hotel near Avon Park, and all the facilities, including lake and pool swimming, fishing, boating, water skiing, tennis, shuffleboard and the private Championship Golf Course (site of the Haig and Haig \$40,000 annual open) will be opened to the visiting guests during the 2-day event. Limited overnight reservations on the campus will be available to those who's reservations have been received prior to July 13th. Reservations received after the 13th will be honored on a space available basis only.

In addition to the schools recreational facilities, guests will be served a Saturday evening buffet and a Sunday morning breakfast. Entertainment and conducted tours of the school's facilities have been planned.

For those who do not plan to arrive until Sunday morning for the regular once-a-month get together breakfast, it will be served as usual from 9 am until noon.

For those flying in, transportation will be provided from the airport to the campus.

School to teach CAP Program

NASA, according to Herring, is the only school in the continental United States to use the approved CAP academic and leadership program to provide instructions, experience, motivation and preparation for the aerospace minded student to successfully matriculate into the colleges, Universities and Institutions specializing in the aerospace sciences.

"Just as there was a need for a separate academy to prepare young men for leadership in the Air Force," NASA's President said, "we felt there was a need for a specialized Institute of learning on the secondary level, with a program of studies offered similar to that of the Air Force Academy preparatory school."

The 150 acre campus, located approximately four miles south of Avon Park and 5 miles north of Sebring, in Florida's Highlands County will have facilities to house and educate about 250 students. As a preparatory school NASA will offer those 16 Carnegie units, plus physical education, now required by the Florida State Department of

Education for graduation and will supplement these requirements with additional Carnegie units in the fundamental sciences related to the aerospace age.

Although NASA is not sponsored by the national aerospace agency or the United States Air Force, the Civil Air Patrol program, as it will be utilized by NASA, has received strong endorsement from leaders in CAP.

The personnel of NASA assigned to manage the CAP program will be CAP officers, fully trained to set up and handle the entire program. NASA will teach the approved CAP academic and leadership program on an accelerated basis and CAP will be used as a Junior AFROTC program at the academy.

"The faculty and staff will include leaders in aerospace and academic education" Mr. Herring told this reporter. "I have spent some 20 years in preparing myself for this activity in studying at such institutions as Mercer University, University of Georgia, University of Minnesota, Georgia Tech and Stetson University."

We plan to accumulate the finest array of educational and administrative talent in the country," Herring went on, "and we're getting off to a fine start with such people as Dr. Arthur B. Bryan, head of our Science Department. Dr. Bryan was the Assistant Director of the Department of Science at Boston University and holds a BS, MS, DVM and PHD. Others of the staff will be of similar caliber."



JOHN EDWARD BODLE
Colonel, USAF (Ret.)

A familiar face to CAP will be that of Colonel John E. Bodle, the Commander of Group XIII, Florida Wing CAP. Col. Bodle will head the Social Science department at NASA as well as assist in CAP matters.

Col. Bodle attended CMTC camps at Ft. Meade, Md. in 1921, 1922, and 1923. Was commissioned 2nd Lt. Inf. Reserve in 1924. In 1925 entered the Air Corps Primary Flying School at Brooks Field, Tex. as an Aviation Cadet. Graduated from ACAFS, Kelly Field in 1926. He was commissioned 2nd Lt. AC Regular Army in 1927. He was a rated airplane pilot (1926) and served in all grades and all manner of positions during his 33 years service in the Air Force.

In 1941 he was Assistant Chief of Staff Operations of 1st Ground Air Support Command, Mitchell Field, N.Y. The command took over the anti-submarine patrol and in 1942

Col. Bodle had his first experience with CAP assisting in setting up the Atlantic City Squadron to perform anti-sub missions. He assisted with operations and communications at Atlantic City and Rehoboth Beach sites. Next came West Palm Beach later on that spring. In 1942 he went overseas to serve with the 5th AF in Australia and the Southwest Pacific area. Returning in 1943 he commanded various training establishments in the US. In 1945 he went to Alaska to serve with the 11th AF as Operations chief. After two years he returned to serve as Comptroller at Lakeland AFB and was selected as DCS/Comptroller of crew training Air Force at Randolph AFB in 1952. Colonel Bodle retired from the Air Force in 1957 after serving 33 years.

He was rated a command pilot, jet qualified, with over 7,000 flying hours.

After retirement he came to Lakeland Florida and entered Florida Southern College. He graduated in 1960, cum laude with a BS in business administration and enough hours to qualify for a rank III teaching certificate. He taught aerial navigation to Air Force student officers at Bartow AFB until 1961 and then entered Florida State University for his masters degree. He graduated in June 1962, with a master of science in social science with a major area of concentration in geography, minors in government and sociology. He now possesses a Rank II certificate to teach in junior colleges in Florida.

ELIZABETH HARRIS BODLE (Mrs. John E. Bodle)

Mrs. Bodle, head of Group XIII's medical section, will be head nurse at NASA. Her history in nursing goes back to 1929 when she graduated from the Bishop Johnson College of Nursing at the Hospital of Good Samaritan in Los Angeles California. She and Colonel Bodle were married in 1931 and while her husband was overseas she joined the nursing staff of Charlotte Memorial Hospital, Charlotte, N.C. where she remained until they moved from Charlotte in 1943. In 1958 she joined the staff of Lakeland General Hospital as a staff duty nurse, working mainly in the OB department and delivery room, with occasional duty with surgical and medical departments.

In January 1962 she joined the staff of Tallahassee Memorial Hospital as a general duty nurse. She returned to Lakeland General in July of 1962 and has been there ever since.

Mrs. Bodle has had two years of night duty with one year as night supervisor of nurses.

WILLIS H. MCKEAN, M.D.

A graduate of the University of Kansas in 1925 with a BS and received his MD degree in 1927 from the Univ. of Kansas School of Medicine. He served two years internship, one at Western Penn-

sylvania Hospital, Pittsburg, Pa., and the second at Bethany Hospital, Kansas City, Kansas. He attended the University of Pennsylvania Graduate School of Medicine for two years, graduating with a degree of M.Sc. (Surg.). This was followed by a surgical residence at St. Luke's Hospital, Chicago.

Dr. McKeon was engaged in private practice of General Surgery in Kansas City, Kansas for 27 years and has been a Fellow of the American College of Surgeons since 1935. During his years of private practice he was President of the Bethany Hospital Medical Staff and served two years as Chief of Surgery.

For six years prior to April 1964 he was Chief Surgeon at the McCleary Hospital in Excelsior Springs Missouri.

He served three and a half years in the U.S. Army Medical Corps in World War two and one and a half years of this period his work was confined strictly to plastic surgery.



JACK BROWN COMMANDER
Lt. Colonel, USAF (Ret.)

Lt. Colonel Commander was born in Philadelphia Pennsylvania and lived in Atlanta, Georgia.

He attended the Georgia Institute of Technology and was a member of the Naval ROTC. He received his BGS Degree at Rollins College in Winter Park Florida and is presently attending Rollins College working towards his Masters Degree in Teaching.

He was commissioned 2nd Lt., U.S. Army Air Corps in 1942 at Maather Field, California. He served with the Training Command, SAC, Caribbean Air Command and with MATS. He retired in 1964 from the Orlando Air Force Base after 22 years of service with the rank of Lt. Colonel and a Command Pilot rating.

Col. Commander obtained his FAA Private pilots license in 1940 and currently holds a Commercial Pilot's License with Instrument and Instructor's ratings.

GERA TERRELL

Mrs. Terrell will assume the duties of school librarian at NASA. She is presently working toward her MA Degree, Library Science Major, University of Alabama. She holds a BS Degree in Education from Florence State College, Florence, Alabama, and has had extensive experience as a school-room teacher and librarian.

TO: NASA
BOX 1000, AVON PARK, FLORIDA 33825

NAME _____ RANK _____

ADDRESS _____

SQUADRON OR UNIT: _____

WE ARE DRIVING _____ WE ARE FLYING _____

OVERNIGHT ACCOMODATIONS AND DINNER FOR _____ PEOPLE.

I'M ARRIVING SUNDAY, FOR BREAKFAST ONLY. THERE WILL BE _____

PEOPLE IN OUR PARTY.



DAMRON
Dean of Admissions

J. P. Damron will occupy the post of Dean of Admissions and report to the President at NASA. His educational experience is derived from public school to Dean of Admissions (5 years) at Miami Senior Academy. During his stay at NASA the enrollment increased 190 to 445 cadets.

Major Damron's most previous experience has been with Croydon Academy, one of the finest preparatory schools, as President and Dean of Admissions.

He is a graduate of Marshall University and did Post Graduate work at the University of Miami. Damron's army experience includes being a Master Parachutist having served with the 11th Airborne Inf. Division under the General "Jumping Joe" Williams.

WOOD P. WILLIAMS
USAF (Ret.)

Major Williams military career began in 1942 when he enlisted in the Air Corps and was assigned to operator-mechanic training at AFB, Illinois. Upon graduation he was retained at Scott as an instructor, until sent to University for training as a communications officer. He received his commission in 1944 and served in the Pacific Theater.

At the close of World War II he continued the service for all of five years. He was recalled and sent to officers school at Keesler Military, and to USAF Pilot's School in 1949. He served two and a half years with the Troop Command, same of it in Korea, and six years as a helicopter doing rescue work and seven as a B-47 and squadron commander in the Strategic Air Command.

Major Williams headed back to duty immediately upon his retirement from the USAF in 1963. He takes up his duties at NASA having completed his BA with honors in history. Williams is a member of the University of Florida.

NATIONAL AIR SPACE ACADEMY

P. O. BOX 1000
AVON PARK, FLORIDA 33423

AN OPEN INVITATION TO ALL MEMBERS OF CIVIL AIR PATROL

National Air Space Academy invites you to a Fly-In weekend to preview the National Air Space facilities.

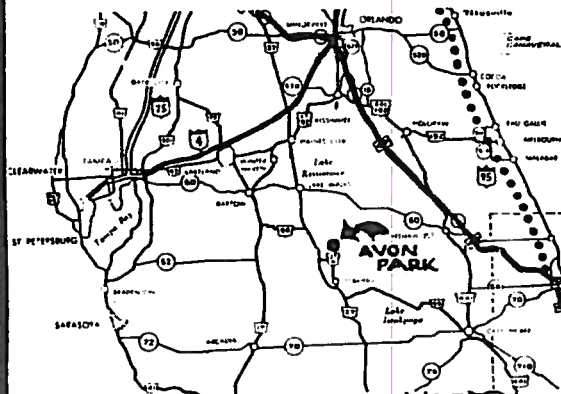
This is the first school in the Continental United States to teach the approved Civil Air Patrol academic and leadership program on an accelerated basis.

The Open House will be held Saturday, July 18, 1964, and Sunday, July 19, 1964, with overnight accommodations available for approximately 150 people. Reservations for these facilities must reach National Air Space Academy's Headquarters no later than July 16, 1964, and will be immediately confirmed. There will be no cost involved (except for your transportation to and from Avon Park or Sebring). Transportation will be available to bring people from the airports to the school.

Yours very truly,

JOHN M. HERRING, PRESIDENT

How to get to N.A.S.A.



DRIVING?.... Follow the handy map shown.

FLYING IN?.... Take out your sectional charts. Ready? OK, draw some lines...

- 265° radial from Vero Beach omni...
- 106° radial from St. Petersburg omni...
- 132° radial from Lakeland omni...
- 350° radial from La Belle omni...
- 77° radial from Sarasota omni...

...now, if you didn't go over any bumps on the table all your lines will intersect smack over the AVON PARK AIRPORT. (Those flying from Vero Beach will have to do some fancy flying tho, and go around that restricted area.) The airport has hard surface runways and fuel facilities. Unicom 122.8. There is an airport 10 miles ENE... Avon Park Air Force Base. We are not permitted to land at that field.



DRIVING IN... THE ACADEMY IS LOCATED 3 MILES SOUTH OF AVON PARK ON STATE ROAD #17... AT THE PINECREST LAKES CLUB.

IMPROPER USE OF 26.620 MEGACYCLES

Lt. Colonel A. L. Charland

It has been brought to the attention of Region Headquarters and the Florida Wing Headquarters by the Communications Section of National Headquarters, that the newly acquired frequency of 26.620 MC is being misused.

The misuse of this frequency has been so flagrant and with utter disregard for CAP rules and regulations, along with numerous FCC violations, that National Headquarters has issued an ultimatum, to wit: Either utilize this frequency in accordance with the existing rules and regulations of CAP Communications, or they will be forced to withdraw it. A bulletin or letter and an article in CAP Times will be forthcoming in the very near future expressing National's concern over the misuse of frequency 26.620 MC, and the misinterpretation of regulations governing this frequency by CAP Communications Officers and personnel.

I was requested to clarify immediately for the Florida Wing, the regulations and procedures expected and governing 26.620 MC by Mr. Robert Musgrave, the National Philco Tech Representative, who was representing National Headquarters Communications. Lt. Colonel Harold Mitchell, National Board Member from Southeast Region also expressed Region's concern. The following information is again furnished to all CAP Communications in the Wing so that your operation will be such that it will not be necessary for any license to be cancelled in the Florida Wing.

26.620 MC is an HF frequency and therefore subject to all restrictions and limitations placed on all other HF frequencies, as in the case of 4467.5 KC, in the Florida Wing. The restriction placed on our operation, i.e., No interfering traffic by stations other than designated control stations and then only in formal message form. The only exception to rules and regulations governing

HF frequencies which would apply to 26.620 MC is the unlimited number of Land stations, due to the 5 Watt power limitation, and as the power limitation is graduated from the Squadron to Group to Wing, a limitation of no more than 2 Land Stations per Unit is placed on the HF frequency 4467.5.

Due to the Nature of the frequency 26.620 MC and the state of the sun cycle spots, a long skip prevails and will continue to do so for several years, this means you will be able to hear Tennessee, Mississippi, Texas, North Carolina, South Carolina, Ohio etc., where you will not be able to exceed the normal intended range locally of approximately 25 miles.

... violation of HF rules and regulations, i.e., Inter Wing traffic will be sent to National Headquarters by each Wing, i.e., Tennessee station talking to Florida station will be reported by the Florida Deputy to National Headquarters, and a Florida station talking to a Tennessee station will be reported by the Tennessee Deputy. In this manner National feels certain no particular favoritism or partiality in cancelling licenses will be shown.

At this writing there have been only three Florida stations guilty of the misuse of 26.620 MC due to long skip and I assume this was from lack of knowledge as to whether 26.620 MC was an HF or VHF frequency. Any station misusing or violating regulations governing this frequency after this article is published will be cancelled immediately as per National Headquarters' instructions.

I am quite sure that the Communications in the Florida Wing will do their utmost to cooperate with National Headquarters and neighboring Wings, so your Commanding Officer, Colonel duPont and I anticipate no difficulties and no loss of licenses within the Wing.

Wouldn't it be nice if....

by Puffy

NATIONAL Headquarters would follow all suggestions on the cadet program given to them by the Florida Wing at the Southeastern Region Meeting?

THERE WEREN'T two ways to do everything-Florida's way and National's way?

COLONEL DUPONT got his questionnaires all back within two days?

EVERYONE followed directions given to them?

LT. COLONEL BASS got 300 new cadet applications every month... plus renewals?

WE WENT BACK to the old type of ribbons for cadets?

ALL PAPERS sent out were correct and didn't have to be sent back again and again?

THE CAP WOULD PERMIT wearing of shorts (Air Force Type) when it's 100° in the shade?

NATIONAL had a Girls Exchange with some foreign countries like they have for the boys?

LT. COLONEL CHARLAND didn't have trouble one with his communications program?

EVERY SQUADRON made net in the morning?

ALL INSURANCE premiums were paid on time?

CAP GOT SOME new vehicles from the Air Force?

THERE WERE NO FORMS to be completed every week or month?

NOT ONE SINGLE SQUADRON in the Florida Wing had any troubles and all were 100% in quotas?

THE JOB OF Coordinator for Women was a male type CAP member instead of a female type CAP member? (Guess who?)

WE DIDN'T have to work and could devote more time & money to CAP? EVERY SQUADRON had a vehicle equipped like Lt. Colonel Kramer has?

EVERY SQUADRON had \$2,000 or more in the bank and a permanent meeting place?

CADET NEWS & Information

Another eleven week cycle is complete and summer encampments are here!

Encampment No. 1 and No. 2 have been filled, with a total of 231 cadets attending encampment No. 1. Capt. Richard Leall is the encampment commander, with CWO Allan Sepe as commandant of cadets.

The encampments this year are based on a group concept, with four squadrons and eight flights. The reason for this concept being that all five encampments be the "Wing" encampment and it is felt it would be detrimental to single out one specific encampment to be called the "Wing Encampment". Consequently, the group concept will be followed.

One reminder we dislike to make but one item which all cadets should know by now... is under this new National program no cadet will be awarded an encampment ribbon. Encampment ribbons are now for Seniors only. However, those encampment ribbons previously awarded may still be worn (CAPR 39-3).

There has been some confusion regarding interpretation of CAPR 39-3 as to 'old' and 'new' ribbons. It is not to be a permanent award and Group Bulletins are being forwarded to squadron commanders regarding this matter.

However, to clarify, the wearing of ribbons, the following shall govern in all cases. Any 'old' achievement and again only for as long as a ribbon awarded to 1 Jan 64 may be worn by the cadet, together and with any 'new' achievement ribbon authorized to wear this distinctive awarded after 1 Jan 64. All ribbons may be worn even after the cadet has been awarded the Mitchell Award. Until further notice, all ribbons which have been awarded may be worn.

It has been noted by the Wing Commander and other officers of the Wing Staff, that certain cadets are wearing the Wing Cadet Advisory Council Ribbon, who have no authority to do so. Cadet Advisory Council Ribbons are awarded only by Wing or Region Commanders for cadets on the Wing or Region Cadet Advisory Council (CAPR 39-3). No other cadets are authorized this ribbon.

It has also come to the attention of the Wing Commander and Staff looking to you for a highly successful encampment. The only cadets authorized to wear

CIVIL AIR PATROL LAYS WREATH OFF MIAMI COAST

MIAMI---On Memorial Day, C/Major Kenneth D. Kelly of the Central Miami Cadet Squadron and C/Captain Jacqueline E. Earle of the Miami All Girls Squadron, were invited to represent the Civil Air Patrol in the annual tourage out to sea by the Navy Mother's Club #741, and lay wreaths with the others honoring the War Dead.

The Coast Guard Cutter took the group out as far as seven and a half miles before halting for the ceremony. Prior to arriving at the point for the ceremony, the ladies aboard became very conscious of an odor from below decks and proceeded to prompt the cadets to investigate. The Coast Guard crew was cooking a delicious roast beef dinner.

All guests were royally treated to refreshments on the return trip.

This award are the current Florida Wing drill team champions (MAGS). This award, color gold, is worn by the drill team champions only so long as they hold that distinction. It is not to be a permanent award and its worn only by current drill team champions.

The only other authorized Four-gerre, color white, is worn by the chairman, Group Advisory Council, and again only for as long as a cadet is assigned as chairman. Again no other cadets in Florida Wing are authorized to wear this distinctive award.

The Wing Deputy for cadets realizes that, upon completion of this cycle, many cadets have completed their Phase II training and will be entering Phase III. It is anticipated that the first unit of Phase III will be either the Adjutant Achievement or Cadet Commander Achievement. This first achievement should be out to all squadrons within the next few weeks.

Congratulations to Cadet Captain John D. Starr, West Miami Cadet Squadron, on being selected Cadet Commanding Officer of the first encampment, and further congratulations to all the other group encampment officers. The Wing is

Capt Norman W. Lund



Newly appointed Commander of Group V, Captain Bob Owen, left, is congratulated by Colonel duPont. Owen, a West Palm Beach charter boat fleet operator and a pilot, has been a member of CAP since 1942. Group V is in Palm Beach County.



The day as a whole was long to be remembered and all on board commented on the beauty of the Royal Blue and Red CAP wreath.

I.O. TIPS

SPELL IT OUT -- You might know what BFC 08125 means but the editor of the paper does not. **TAKE THE NEWS PHOTOGRAPHERS ADVICE** --- he knows what constitutes a newsworthy picture.

If you want a picture to go in the paper, call a news photographer or take them yourself and give the paper an 8x10 glossy black and white print. Color photographs will not reproduce in a newspaper.

If you want pictures for yourself or the squadron photo album or scrapbook, hire a commercial photographer not a news photographer. The news photographer does not get the negatives back. They belong to his paper.

Try to let the newspaper know when something is going to happen at least three or four days ahead of time. The paper is not interested in a story a week after it happens.

Send your monthly wing news releases to the weekly papers, not the big dailies. The weekly has more leeway and is more concerned with local happenings than the metropolitan dailies who cover half of the state of Florida.

Keep sending stories to the paper even though they are not printed at first. Even a paid staff reporter writes as many as 15 stories a day without one getting in print.

Get acquainted with the reporter on your beat. He can whip your story into the style used by the paper, giving more chance for it to be printed. Play fair with your reporter. If you are having a dance or supper, give him tickets for both he and his wife. He is invited to several affairs during the week and would be broke if he had to pay to attend each function. A good story is worth many times the price of a couple of tickets.

"You learned THAT at encampment ???"

CADET WINS MARTIN CO. SCHOLARSHIP

MELBOURNE---A CAP cadet of the South Brevard Composite Squadron and Melbourne High School Senior who has set his sights on a career in the aerospace industry has won a Martin Company Foundation Scholarship to college. The company's Canaveral Division chose 17 year old Ronald Desilets from 10 semi-finalists and more than 35 applicants in Brevard County. Ronald ranked 8th in a class of 458. He is described by his counselors as a serious student - forthright and determined to succeed as well as being a natural leader.

The \$4,000 four-year scholarship, will cover tuition for his undergraduate studies in aerospace engineering at Georgia Institute of Technology.

"My father being a former career member of the Air Force, plus going to school in the Cape area,



Cadet Ronald Desilets

has helped influence my decision to go into the aerospace industry," states Desilets.

Civil Air Patrol and flying takes up much of his spare time. He is a cadet major in the South Brevard Composite Squadron and is one of five youths selected to represent the United States in Germany this summer at the IACE seminar. Ronald will also be cadet commander of encampment 64-2 at Tyndall AFB this summer. He is a licensed FAA pilot and at the recent award ceremonies he received his CAP wings.

Ronald is the son of Mr. and Mrs. Norman Desilets.

CAP TO GET FIRST AID TRAINING

JACKSONVILLE---The Jacksonville Search & Rescue Squadron in cooperation with the Duval County Chapter of the American Red Cross, has planned a special course in standard first aid for its members to be conducted in lieu of regular meetings of the squadron, beginning July 1.

The course will be conducted by Lester Lechner of the Jacksonville Fire Department, and will be held in three sessions on the first three Wednesday evenings in July. All sessions will begin at 7:30 PM and will be at the Model City Aviation lounge at Imeson Airport. Persons completing the course and attending all three sessions will be awarded the Red Cross Standard First Aid certificate.

Billy M. Tinder, Operations and Training Officer of the local CAP squadron, stated that other persons would be welcome to attend the course. There will be no charge.

This is one of a series of instructional courses that have been planned for the Jacksonville Search & Rescue Squadron. Tinder said, "We want to thank the American Red Cross for their assistance." Business meetings will be suspended for the duration so that the entire time may be devoted to instruction.

MEDICAL UNIT HOSTS DANCE

MIAMI---Any cadets or senior members who strained a muscle or two doing the twist at the first dance held by Miami Squadron 3 last week at the Miami F.O.P. Hall, didn't have far to go for medical assistance. The same held true for headache pains, upset stomach or any other ills associated with extracurricular night life.

The reason was the hosts for the dance were talented and professional senior members of the only Florida Wing Aero-space medical unit. In less than the twinkle of your date's eye, Doc Cohen's outfit had bandages, splints, stretchers, oxygen and all the other mysterious paraphernalia that baffles most of us lay CAP'ers.

The dance was a qualified success but not near the blast expected due to so many conflicting CAP activities that weekend. To mention a few there was the Fly-in breakfast at Homestead, the Chicken Fry of North Dade Squadron, the SAR-CAP exercises of Squadron 1 and the Regional Drill competition at Robins AFB in Georgia.

But those who did attend say they wouldn't have missed it for the world. They had a wonderful time and are looking forward to the next Squadron III affair with enthusiasm.

505's at Hqs.

USAF UNIFORMS-SHADE 505 are available from Florida Wing Headquarters, Orlando AFB, for \$3.00 a unit (trousers, shirts, blue belts and buckles). Also available are blue USAF garrison bill type caps, for Cadet Officers and Senior Members for \$1.00. This complete uniform sells at the USAF Clothing Store for \$9.84.

It is suggested all unit supply officers make a complete list by trousers and shirt sizes, including cap size, of those individuals requesting uniforms and mail the request to Wing Headquarters with a certified check, money order, or cash, and uniforms will be boxed and mailed to the organizations supply officer direct 'collect'.

Uniforms will be available at Orlando during the working week and Saturday afternoons by appointment. Money orders should be mailed to Lt. Colonel George Fisher, Wing Executive Officer.

FIRST CADETS PRESENTED WITH SHOULDER BOARD

MIAMI---The long awaited new shoulder boards were placed on the three cadets at the top of the pyramid in Central Miami Cadet Squadron on family night at the Miami Springs Junior High School on Tuesday, 2 June 1964. These three cadets were C/Lt. Colonel Kenneth D. Kelly, C/Major Eric D. Olson, and C/Major Tony L. Buholtz.

The shoulder boards will soon be worn by many officer cadets in the nation, but these three cadets are mighty proud to be among the first, if not the first three in the nation to receive their boards and the honor.



Squadron Commander Buholtz pinning shoulder boards on Cadet Kelly.

From FLY-IN to FRY-IN!

June 28th was the "eatest" Sunday for Florida CAP'ers, starting with a Fly-in breakfast at Homestead General Airport and ending with a Fry-in dinner at North Perry Airport.

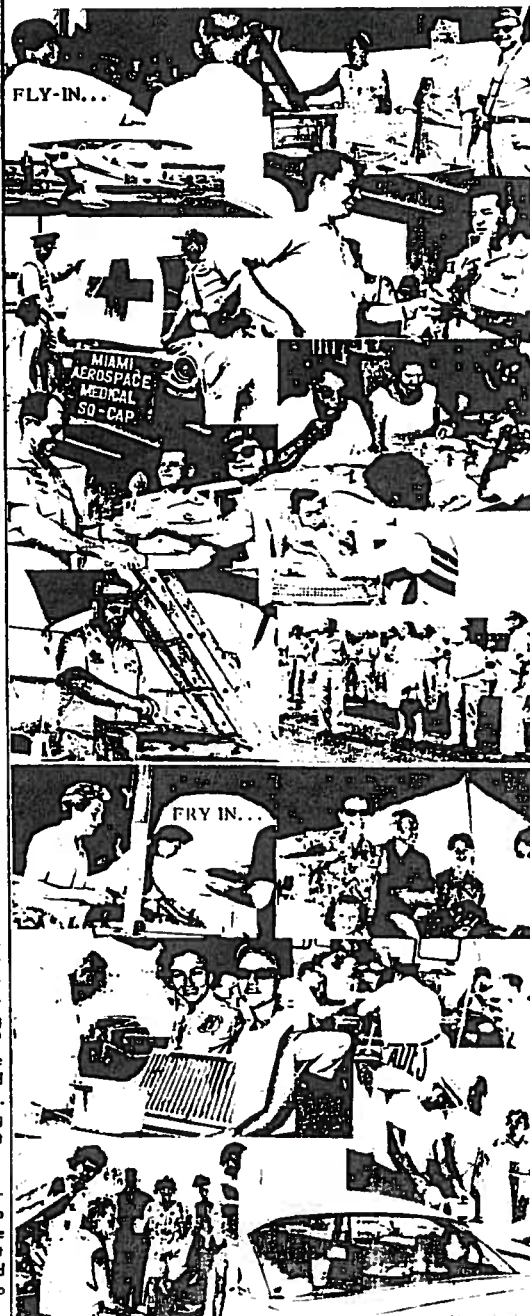
More than 75 heaping plates of pancakes and sausages were consumed by the people who attended Task Force 1's Fly-in... the third in a series of monthly events being held throughout the state.

The breakfast got off to a flying start under the personal supervision of Major Ed D. Marzo, Commander of Homestead Senior, and host squadron. Starting at 0900 arriving carloads and plane loads of hungry CAP'ers kept an efficient crew of cooks and pancake flippers busy.

More than 15 aircraft (some from as far away as Orlando, Naples and Punta Gorda, and about 25 automobiles brought in the nearly 100 people who came to eat, meet and visit with members and friends of the squadrons located in the southern part of the Wing.

After the breakfast dishes were cleared away a special treat was served in the form of an exhibit by the South Dade Skydivers Association. The spectacular demonstration of plain and fancy jumping was followed by a 'message drop' competition with trophies for the closest 'hit' going to guest Willard Teft of Miami, a pilot for N.E. Airlines, and second place being taken by Miami Squadron 1's Flight Safety Officer, Bill Rambo.

After the festivities of Homestead, cars and aircraft headed to North Perry Airport where more than 350 people refueled on giant portions of fried chicken prepared and served by members of Group 1's North Dade Squadron.



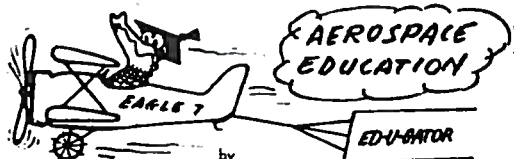
July Fly-In Details On Center Spread

Shirt-tail Gets Clipped

MARGATE---W/O Edwin W. McGuire, CAP, commander of Margate Cadet Squadron, gladly submitted himself to the indignity of having his shirttail removed by John Lumley of North Dade Squadron. Flight Instructor Lumley of Sun Line Aviation at Opa Locka Airport earned this right by bringing Mac McGuire to Solo after two busy weeks of flight instruction.



Flight Instructor John Lumley clipping McGuire's tail!



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT.....

The citizens of Oklahoma City are Eglin Air Force Base, the proving making important news these days, ground for the AF experimental important for the future of aviation planes. Ft. Walton Beach residents not only in the United States but were the first to learn to live with throughout the world. They are the sounds of supersonic flight. guinea pig who are fed a daily At an altitude of 10 miles it is dose of sonic booms to test their colder above the equator than it reaction to the sound of tomorrow's Is above the polar region.

supersonic aircraft. Every day, an A box kite was the first heavier- Air Force F-104 supersonic jet sweeps than-air craft to lift a human pass- across the city faster than the speed senger. Lawrence Hargrove, in of sound. It leaves behind a can- 1893, (England) was carried aloft tinuous roar that rattles windows in the largest of a string of huge and shakes china on closet shelves. box kites.

Many citizens of Oklahoma COMFORTING EXPLANATION City are complaining, but people, to those slow with the answer: Ed- being adaptable, may someday ac- ucation makes cadets realize how cept this noise and even fail to no- much there is to know about any- tice it. This has happened to cit- thing, and how little they know. izens of Ft. Walton Beach, Florida It reaches them to ask questions who proudly proclaim their town and to seek answers beyond their as 'the Home of the Sonci Boom'. personal prejudices. The alman The slogan appears on official city-who know little can have strong stationary and even the local radio opinions because he has no facts station proclaims it during a station to hinder him; the educated are break. The town is a neighbor of more likely to reserve judgement!

Aero-medical Unit Offers Services to T.F. 1 Squadrons

MIAMI---All Southeast Florida Dr. Cohen has recently been cadets and senior members have appointed liaison officer and in- chance to earn their American Red structor by the Dade Chapter of the Cross Standard First Aid card in a new summer course to be given by Captain Sumner Cohn, Commander Miami Squadron 3, the only aero- medical unit in the state.

The course will be held Monday nights starting at 8 p.m. in the Fraternal Order of Police Hall, 15100 N.W. 27th Ave., Miami, starting 6 July and ending 3 August. The five week course will consist of two hour classes.

The cost of the course is \$1.75 for each student and will include a first aid manual, a triangular bandage and defray the costs of splints, bandages, equipment and incidental expenses incurred in conducting the course.

Providing the first aid courses is only one phase of the Squadron 3 Aero-medical unit. The squadron, which is composed mainly of professional medical and trained personnel, was originated by Capt. Cohen for the express purpose of serving all squadrons in any medical or first aid phase in South Florida. The squadron will voluntarily appear and set up first aid headquarters and provide working personnel at all squadron, group or Task Force bivouacs, fly-ins, SARCAPS and REDCAPS. Just contact Capt. Cohen giving at least three weeks notice, and leave the headaches to Squadron 3. They can also set up ranger courses, survival courses, field trips and courses of allied interest.

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AROUND & ABOUT

TAMPA---Cadets of the McDill and Brandon Cadet Squadrons of Group III attended a field trip to the 4th Amphibian Tractor Battalion of the US Marine Corps. Reserve on 19 June.

In an effort to give the cadets a better understanding of the Marine Corps function and the function of the amphibian tractor battalion in particular, Captain P.M. Johnson, assistant inspector-instructor of the Battalion gave a lecture on the three types of tractors used by his organization and then presented a movie on the modern equipment the Marine Corps is using.

After the movie cadets were shown the tractors, and were allowed to enter them and observe all of the equipment required to support an amphibious assault.

HOMESTEAD AFB---A burst of applause by the eight thousand spectators greeted the performance of the North Dade All Girl Drill Team as they put on a smart demonstration of close order drill at the Homestead AFB.

At the recent open house the North Dade Squadron's two Drill Teams and the Miami All Girl Squadron drill team, participated in a non-competitive exhibition. The drill exhibition kicked off a day filled with activities which included an Air Show, Judo and Police Dog Exhibition put on by personnel of the Homestead AFB.

MIAMI BEACH---The Miami Beach Optimist Cadet Squadron has moved its headquarters to the North Shore Park, 72nd St. and Byron Ave., Miami Beach.

Beside the indoor facilities for studies there is a concrete patio outdoors for drills with plenty of lights. The squadron is exposed to all traffic and pedestrians walking and watching the formation.

JACKSONVILLE---Thirty-five cadets and seniors of the Jacksonville Cadet Squadron plan to take part in extra summer activities, to include Civil Defense Radiological Monitoring and a Medical Self-Help Course, 30 hours of Red Cross Standard and Advanced First Aid, 12 hours of Red Cross Junior and Senior Lifesaving Courses and 45 hours of Small Craft Course including 15 hours each in the use of motorboats and rowboats, canoes and sailboats.

The program will go far beyond the point of fun and physical fitness. A CAP-CD Heavy Duty Rescue Team is being organized. Classes which begin June 10th and continue until the first week of September each Wednesday and Friday evening.

The squadron also has 36% of its cadet membership attending two weeks of Florida Encampment.

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PROMOTIONS

The following promotions were recorded at Wing Headquarters during May. This does not necessarily indicate date of promotion or authority thereof:

TO LT. COLONEL		
Garen, J. F.	FWG Kierman, J.F.	XIV
TO MAJOR		
Whittner, H.	TPA Dowd, J.R.	ARC
Kierman, T.	SRQ Hagan, J.	III
Baltersby, C.	BDN	
TO CAPTAIN		
Johns, L. on	SJR Smith, Kirby	GVC
Lund, Norman	SBV Seay, J. S.	V
Gottfried, I.	MSI Leach, Walter	MAG
Haddaway, M.	HLI Roehm, C.J.	CHW
Casenove H.	ORL Mullins, R.L.	TPA
TO 1st LT.		
Smith, A.	DUV Phillyaw, T.C.	LKS
Linker, J.L.	WHV Cash, A.	WHV
Bevill, V.D.	FMV Bevill, R.C.	FMV
Zolandeck, R.	FMV Hall, R. J.	II
Ketley, H. S.	XVII Andreu, L.E.	SAG
Agnew, H.S.	ARC Wuck, G.P.	SDC
Lawson, J.R.	SEB Comier, A.B.	MAG
Nieft, J.C.	MAG Watson	MLL
Hills, Cecil	DWC Jarzyk, R.V.	ARC
Nelford, N.	MTD Schollman, E.	KIS
Jaye, F.C.	CAN Turner, A.	OCC
Moore, D.A.	KWC Larson, G.W.	CRC
Nichols, R.T.	SUN Fisher, C.E.	TPA
Jordano, L.J.	PBS Lewis, E.L.	IV
TO 2nd LT.		
Bahler, H.C.	MCD Evans, D.R.	CLS
Hospel, J. E.	JXC Lipkin, S.A.	MSI
Dageese, G. A.	MSI Hooker, J.L.	OCS
Osman, G.E.	MSI Shawler, E.D.	MSI
Michaelis, J.E.	MSI Bauknight, G.C.	CAN
Harvey, W.A.	LAL Mathews, R.E.	CAN
Hill, P.B.	PIE	

Lt. Col. Raymond L. Kierman,
Wing Deputy for Administration

PALM BEACH---Three cadets, from the Palm Beach Cadet Squadron were recently awarded the Curry Award: Suzanne Abbott, Bonita Lewis and Charles Kaplan.

Cadet Richard Grenfell was awarded the Charles A. Lindburg Award and was also promoted to C/3c.

Cadette Angela Wooten received her Civil Air Patrol Radio Proficiency Card.

OPA LOCKA---Top ranking wing and Group I officers and guests took part in the largest family night awards program ever held by the Ben Franklin Cadet Squadron at Opa Locka Airport on 9 June.

Colonel S.H. duPont reviewed the cadets and presented the trophy for the outstanding cadet of 1963 to former cadet commander T/Sgt. Wm. Berry. The trophy was donated by Holiday Air who also provide headquarters for Group I.

More than 60 parents saw ribbons and citations for achievement for Phase II and an Observer Course completion to more than 30 cadets.

Senior officer bars were presented by Lt. Duke Hester, squadron commander, to WO Thomas Avon 2nd Lt. Homer Berry and 1st Lt. Bud Jenkins. Lt. Jenkins also received a citation from Lt. Hester in commendation of publicity and information programming for the squadron during the past year.

JACKSONVILLE --- Tuesday 2 June 1964, the San Jose Cadet Squadron celebrated their 1st anniversary at its headquarters. The program was moderated by Squadron Commander Captain W.G. Kobos.

The squadrons outstanding cadet trophy was presented to C/B Helen Vernon. Selection was based upon training accomplishments, attendance, merit and display of exceptional service.

June 1, was highlighted for the Jacksonville Cadet Squadron, when Colonel S.H. duPont presented five COP's to Cadet Master Sergeants R.M. Bennett, K.L. and G.E. Dobson, R.G. Gould and N.E. Love- lady.



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T.F. I, II, III - REDCAP

by Bud Jenkins.

More than 120 seniors and 60 cadets from Task Forces I, II and III participated in a 2-day Redcap for a missing private aircraft containing a pilot and two passengers. The mission was officially completed when the bodies of the three men were found in Lake Okeechobee. The plane wreckage was not located.

Eastern Air Rescue alerted Major Alan C. Altwater, Florida Wing Operations Officer, Tuesday 7 July at 10:30 pm that the brown and white Cessna, N3104Y, was overdue on a routine flight from Marianna to Pompano Beach with Stanley K. Parrish, 50, his brother and Pompano Beach Postmaster Warren, 48, and their uncle, a former postmaster, Tom J. Nables, 72, on board. Stanley, a flying veteran of six years was at the controls.

The trio had left Marianna after attending a funeral, at 5 pm and filed a flight plan that would carry them over Tallahassee, Orlando, Vero Beach to Pompano Beach. They had fuel for six hours.

Parrish checked in over Cross City and again southeast of Lakeland at 7:56 pm. No further word was received.

Task Force I and III were put on alert. At 5 am 8 July, Task Force II, under Mission Co-ordinator Major Von Daimler, sent nine aircraft search crews into the air from Winter Haven Headquarters on EARC Mission 42. Seven other aircraft from other task forces joined in fringe searches.

At noon Task Force I Commander Lt. Colonel Norman Fisher activated his force with Lt. Lynn Payton as mission coordinator at headquarters at Ft. Lauderdale-Hollywood International Airport. Eight air search crews made an intensive search up to the southern tip of Lake Okeechobee, working until dark.

Sunrise of July 9 found 17 aircraft from Task Force I joining 23 planes from Task Forces III and II in the air. Heaviest concentration was over the Lake Okeechobee waters and surrounding shore areas.

continued on page 3

Pilot & Aircraft Questionnaires Mailed

ORLANDO AFB ---- Lt. Col. Ray L. Kraemer, Wing Deputy for Administration, announced that a special questionnaire has been sent to all units seeking a complete listing of all FAA rated pilots and member-owned aircraft.

The questionnaire must be sent to the Wing Commander's office in Miami for tabulation prior to August 10th, so that additions and corrections can be made to the Wing Master List, prior to submission to National Headquarters later this month.

As of 17 July, the Wing List showed 689 FAA pilots and 211 member owned aircraft. Both figures, while slightly above the 1964 quota



FLORIDA WING

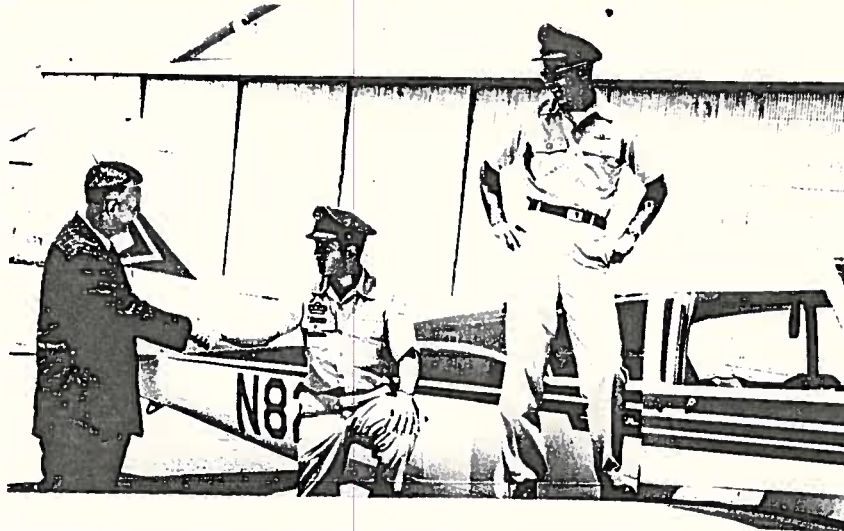
Gator CAPers



VOL. 5, NO. VIII

AUGUST 1964

WING GETS 15 STEWARDESSES!



John M. Herring, President of National Air Space Academy, welcoming Colonel duPont and Major Barnard to the Florida Wing Fly-In, held at the schools campus. Story and more pictures on page 2.

COL. DUPONT CONFERS WITH COL. MASON

ELLINGTON AFB ---- Colonel duPont, Wing Commander, has just returned from a series of meetings with Colonel Ashworth, the retiring National Commander, and Colonel Mason, newly appointed National Commander as of the first of August.

The head 'Gator' pledged Florida's continued support of the National Programs and policies. "We have always stood directly in line with Ellington's thinking and I feel as the largest and best Wing, it is up to us to lead the way for the rest of the nation," said Col. duPont.

Colonel Mason has tentatively agreed to speak at the Cadet Selection week-end in Orlando next January.

UNIFORM VIOLATIONS

Numerous violations have been observed recently. Some of the most obvious are unauthorized: shoulderboards, female cadets in male fatigues, long sleeve olive drab uniform, cowboy boots, baseball caps, multicolored socks, brown shoes and many others. There

FORM 13's ON WAY TO FLORIDA SENIORS

ELLINGTON AFB ---- The personnel section of National Headquarters announced that the Florida Wing Form 13 renewal applications were being mailed out to all Florida Senior Members this week as Ellington braces itself for the beginning of the 1965 renewal program.

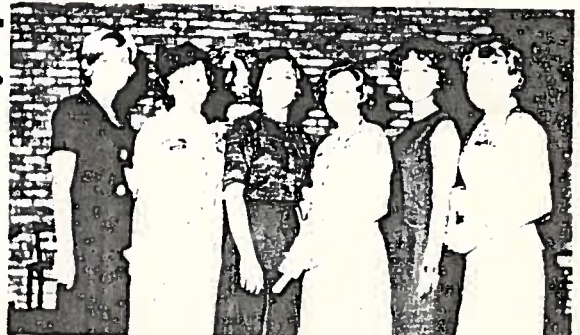
The 1965 renewal program will be about the same as in years past, with two exceptions. The first will be that this is the first year that the squadrons will send the senior renewal applications and a check for National dues directly to National Headquarters, just as they have been

doing for new applicants since last March. The second exception will be that the Florida Wing dues will be \$2.00 for the year 1965, an increase from last year. Squadrons are asked to be sure that their Form 44's contain a control number beginning with 65 for all renewals to prevent confusion at National.

Wing Headquarters asks each member to renew early and beat the end of the year rush that we always have that delays all other paperwork. Various renewal goals are being prepared and will be distributed in the near future.

WILL THE REAL BETTY MCNABB PLEASE STAND?

On 27 July the first woman ever to fly faster than sound appeared on the "To Tell the Truth" program. Lt. Colonel Betty McNabb, who was also the first woman to graduate from the War College and the only one who ever graduated with a perfect score, stumped the panel on the CBS-TV show. Deputy for operations, Southeastern Region, Col. McNabb made many friends



MIAMI SPRINGS ---- The Florida Wing graduated fifteen new Cadet Stewardesses in close cooperation with Eastern Airlines in an impressive ceremony on July 17th.

This is the second year in a row that Eastern and the Florida Wing have teamed up for an excellent special activity for the female cadets. The cadets live at the Miami Springs Villas for the weeks duration of the special course and live and eat with the regular Eastern Airlines Stewardess students.

During their training the cadets took regular stewardess exams and the same field trips to inspect and learn more about the jets Eastern uses, as well as the formal ditching and survival training that is so important for all stewardesses.

Those cadets who pinned on the CAP Stewardess Wings were: Sharon Chisolm, Mary Felter, Nancy Fisher, Barbara Frank, Micky Hearth, Judy Henderson, Mary Kennedy, Connie Kostyra, Gail Le Grand, Sally Newman, Paulette Ross, Sandy Smith, Donna Taylor, Pat Tierney and Kathy Vaingot.

In addition to the CAP Stewardess Wings, the above named cadets and five senior escorts received National Special Activities Ribbons.

Speaking at the graduation Colonel duPont sold of the tremendous role Eastern Airlines was assuming not only in the annual sponsoring of the Stewardess School, but also the sponsoring of several Squadrons throughout the Wing that the airline did as part of its continuing public relations program.

Mrs. Winnie Gilbert, Manager of the School and Mrs. Jeannie Whitehead, her assistant, both had high praise for the conduct and the spirit which our girls showed throughout the course.

'Gator CAPers

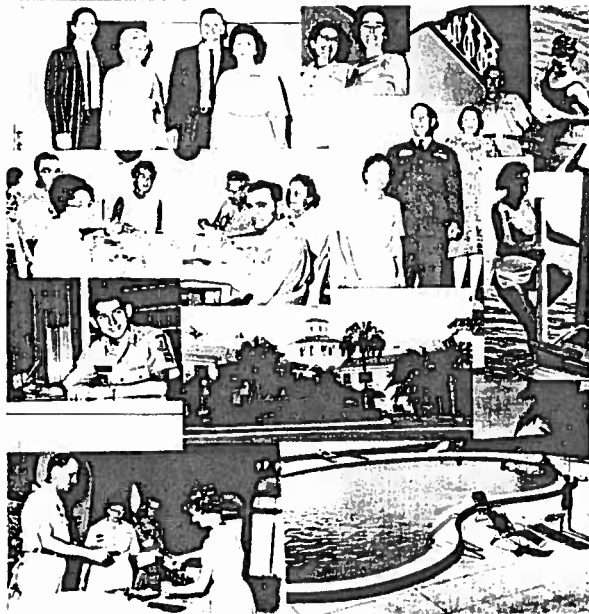
Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla. EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request. Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....2/Lt. Ben A. Wakes
MANAGING EDITOR.....Capt. Toni Wakes
DIRECTOR OF NEWS SERVICES.....1/Lt. Bud Jenkins

VOL. 5, NO. VIII

AUGUST 1964



Members of the Florida Wing 'never had it so good' as when they relaxed in the luxurious comfort of the Pinecrest Hotel, an exclusive Resort Hotel located on a 150 acre site just south of Avon Park.

The occasion was the regular monthly Wing Fly-In, and the site is the new home of the National Air Space Academy. The Academy will be unique in the continental U.S. in that all its students will become cadets in CAP and its military program will be supervised by CAP officers.

More than 200 CAP members registered, many arriving on Saturday afternoon 18 July, to spend the weekend, others arriving Sunday morning to spend the day. Group XIII Commander, John Bodle, his wife and daughter were on hand to greet incoming guests, to see that they got registered, had a room assigned, etc. Colonel Bodle will head the Social Science Department at the school, and Mrs. Bodle will be the head nurse.

The 'Open House' weekend gave CAP members the opportunity of seeing the school's facilities and meeting the staff. Swimming pool, golf course, tennis courts etc. were all turned over to CAP for its use for the weekend. Hotel rooms were furnished and dinner and breakfast served, even a water show was staged on the school's private lake, all at no cost of any of the guests.

John M. Herring, President of NASA, says he looks forward to the day when the CAP cadets of NASA walk off with all the CAP honors in the wing.

AUGUST FLY IN... The next fly-in is scheduled for Sunday, 16 August. A normal, breakfast fly-in, it will be held at Herlong Air Field, Jacksonville. Host will be Group II's Duval Senior Squadron. Breakfast will be served from 0900 until noon, and as usual, trophies will be awarded for the longest distance, oldest pilots, etc.

CADETS PASS 3,400 MARK

COCOA---The Florida Wing has just passed 3,400 cadets for this year. This places Florida only 300 cadets behind the National Leader, Puerto Rico, and about 500 ahead of third place, New York.

Of the total 3,247 are 1964 cadets, and the rest are new 1965 cadets. Colonel Bass has opened the books for the renewal program for all cadets who are 1964 members. The renewal dues for 1965 will be \$3.00 for all cadets in the wing that are not already 1965 members. This is a slight increase from last year due to the higher costs of operating the cadet office and the fact that all cadets will automatically receive the Gator CAPers and their copy of CAP Times.

Colonel Bass reports that his office is receiving cadet applications for the year 1964 from those units that have not reached their 1964 quota. For the rest of this month those squadrons will have to pay only \$1.50 for the rest of the year 1964.

On August 26 the membership rolls will be closed for the cadet year, and all cadets applications arriving after that date will have to be for the year 1965. Those squadrons that have already passed their 1964 quota have been able to send all additional cadets in as 1965 members for the price of \$3.00 each. Florida hopes to exceed 3,500 cadets before the end of this month and the cut-off date for the final strength report for 1964.

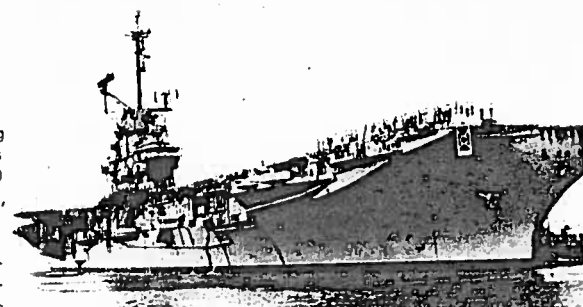
Fla. Advances to Ninth Place in Chaplain Standing

NATIONAL HEADQUARTERS---The office of the National Chaplain has just announced that Florida has advanced from the 18th spot in the National rating to the ninth spot.

Wing Chaplain, Lt. Colonel Farmer, said that this was due primarily to two important advances that the Wing has made. The first is an increase in the reporting of Chaplains, and the second is an increase in the number of Chaplains assigned to the units.

National and Chaplain Farmer were very quick to point out however, that Florida only has forty-seven Chaplains covering 144 units, and out of the forty-seven Chaplains only thirty-seven of them submitted the required Form 34 reports for the second quarter of this year ended 30 June.

Colonel duPont has served notice that charters for Cadet and Composite Squadrons would not be renewed for 1965 unless these Squadrons had recruited a Chaplain that would be able to handle the moral leadership portion of the Cadet Program. Despite this warning, made many months ago, there has been little increase in the Chaplain recruiting field.



N. W. Florida Group IV cadet and senior members are hosted on training cruise aboard aircraft carrier USS LEXINGTON.

GROUP IV PARTICIPATES IN 50th ANNIVERSITY

by Helen Kerr

Twenty cadets, Group IV Commander Capt. James P. Kerr, Group IV I.O. Mrs. Kerr and Mr. and Mrs. George Netterfield of Hagler Squadron attended the US Naval Air Station's 50th Anniversary 'party'. The festivities started with an air show at Chavaler Field where the Chut-lain Stars, the Navy's famed Parachute Exhibition Team and the "Flying Professor" performed.

A pre-flight parade and graduation ceremonies were conducted under the command of Capt. Q.C. Crommelin. Jet carrier landings, known as the "Golden Eagles" and T-28 carrier qualifications were presented the diplomas to the class. The destroyer Tweedy and the aircraft carrier USS Lexington, both homported at Pensacola, were open to the public for inspection. Jet launches from the carrier deck at dockside were featured, and the

Navy Steel Band played Calypso music. The "Blue Angels" climaxed the celebration. Late in the afternoon 30 more cadets joined the group representing Pensacola-Corry, Pensacola-Hagler and the Milton Cadet Squadrons with their squadron commanders, Lt. Lewis, Lt. Randow and Group Chaplain Sterns, to watch the parade. Sixty cadets and seniors were hosted on the USS LEXINGTON under the command of Capt. Q.C. Crommelin. Jet carrier landings, witnessed by the group. They were given a complete tour of the ship and arrived back at dockside 1730 after a memorable day.

Since ladies are not allowed aboard during the cruise, twelve cadettes from four squadrons were met at the gate at 0600 and went to the home of Capt. and Mrs. Kerr for a pool party "brunch". Afterwards they returned to the Naval Air Station for a tour of the base. Points of interest included the Aviation Museum, the historic Fort Barrancas, a peek at the Space Monkeys, and the School of Pre-Flight survival unit. All the cadettes were at dockside to greet the squadron co-members as they disembarked.



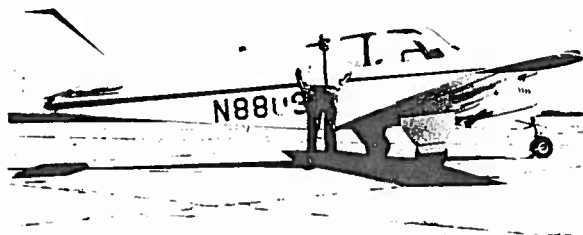
N. W. Florida Group IV Cadettes from Pensacola - Hagler, Pensacola - Corry, Eglin and Tri - County Squadrons splash in Commander's pool.

It Happened at Encampment

Did you hear about the 'dooly' that wandered down the corridor of the administration building? As he approached a group of officers, he hesitated before THE COLONEL who was leaning against a wall that was holding up a broom... the dooly, saluting clumsily, whispered "Pardon me Sir, but may I have your broom?"

And then there was a certain Captain who had offered to accompany Lt. Keetley, W/O Marshall and W/O Kerr to the Sewage Disposal Plant --- twice! Maybe you heard about a certain very efficient Commandant of Cadets who during Sunday cadet registration sauntered off to lunch with the Spirits of Ammonia bottle in his pocket. Cadets were passing out all over the place... seniors were running around looking for Mr. Sepe and the aromatic.

And then there was the TIGER. He was the most frequent resident of the CAPETER barracks.



JACKSONVILLE, FLA. --- Jun. 15 -- CAP 2/Lt. Billy M. Tisdler, Operations and Training Officer of Jacksonville Squadron.

C.A.P. ACTIVITIES AIRED

VENICE --- The CAP Youth aerospace program, advancement system, search and rescue, assistance in local and national emergencies and the need for more seniors was discussed by 2nd Lt. H.M. Place on Sunday 3 July over radio station WAMR.

Lt. Place was the subject of an interview by Dr. Luther Luck who conducts the weekly question and answer forum sponsored by the Venice Kiwanis Club. Also discussed was the little-known fact that a youth active in all phases of CAP may obtain a Certificate of Proficiency which entitles him to one stripe if he later enlists in the US Air Force. Emphasis was placed on the fact that membership in the

CAP cadets doesn't mean that a cadet must go into the Air Force or any other branch of the service, nor does it change his draft status. According to Place, however, it would give him an invaluable background if he later decided to enlist.

Asked by Dr. Luck whether the CAP airplane still flies the Sundown Patrol, he replied that the plane is currently grounded for repairs and the patrol is being flown by 1st Lt. Stanley Lavins, squadron executive officer, in his own plane, and by Sgt. Nick Nichols, aircraft maintenance officer, in a rented plane at their own expense.

Place urged interested persons to visit the Squadron "to see what our youth and a dedicated group of seniors are accomplishing".

Celebrates Second Anniversary

Recently Russ Holdren's "Come Fly With Me" television show featured once a month on "front desk" hosted by John Fournier on Channel 3 WEDU in Tampa, observed a 2nd birthday with the cutting of a huge cake on the show.

Mr. Roger Jones, of the FAA General Aviation Office at Clear-

water-St. Petersburg International Airport, was a special guest. He presented a jet age action outline of FAA facilities available now to promote general aviation activities in this area.

The program features flying activities of all branches of the service and people from all walks of life.



AEROSPACE EDUCATORS VISIT THE CAPE

Nearly thirty participants of the University of Florida-CAP Aerospace Education Workshop Program visited headquarters Air Force Eastern Test Range and Cape Kennedy AFS last week.

Traveling by C-119 military aircraft the group arrived at Patrick AFB at 10:30am and were greeted by Lt. Greg Copeland, Information Officer, their escort for the day.

The orientation tour began with a briefing on the mission and operation of AFETR, highlighted by motion pictures of some recent launches from the Cape.

Later they drove through the industrial area and along ICBM road and at Complex 31 Captain H.L. Filby gave the Florida U group a detailed briefing on the USAF Minuteman. They also saw the Titan III complexes now under construction.



Cadets Earn Flying Money

PALM BEACH --- Palm Beach cadets wanted to fly badly enough to work for it so with the help of Lt. Napierkowski, the squadron commander, and other senior members Sgt. Kennedy and Sgt. Silnutzer, they sold 440 boxes of candy.

To give the cadets something to look forward to it was announced that the cadet selling the most candy at a dollar a box, would have a choice of summer encampment being paid for by the squadron or a class A uniform complete with everything worth about \$17, or \$17 in cash.

The squadron was divided into groups of 4-6 cadets with a team captain in charge of that group. There were five groups. Each group had to report nightly on their progress. The group selling the most was put on the top of the flight orientation list. The winning group was James Black's team, Charles Koplin, Terry Carroll and Richard Grenfell.

Koplin was top cadet in sales with a total of 85 boxes and chose cash since he had already paid for his encampment.

The overall profit for the squadron was \$130.



Lt. Col. Jack O. Crooke, former Squadron Commander of the Canaveral Composite Squadron, was given a surprise going away party recently. Col. Crooke, an Air Force officer has been transferred to Andrews AFB. Lt. Col. Ralph T. Gwinn, Group VI Commander, on behalf of Group VI, presented Col. Crooke with a briefcase.

HOLDS GROUP-WIDE GRADUATION

A combined CAP graduation exercise was held recently at US Navy Corry Field auditorium. Participating in the exercise was Corry Field Base Commander Captain John Lehman who welcomed the cadets and parents. Guest speaker for the evening was USAFR Colonel Nick Pchelkin who spoke on the technological advancements and associated changes in our living habits and customs and looked into the world of tomorrow. The need for a college education was strongly emphasized and the graduating class was urged to plan for college. A comparison of European and American educational systems was given by Col. Pchelkin.

The US Navy Corry Field Judo Team under the direction of Commander W. Armstrong and instructor Lance Corp. Ken Beattie furnished

CAPTAIN RICHARD L. LEALI COMMANDER GROUP XVIII

FROM CADET TO
GROUP COMMANDER
IN SEVEN YEARS!

JOINED CADETS IN 1957
ATTAINED RANK OF C/LT. COL
ATTENDED NATIONAL DRILL COMP
PENNA RANGER SCHOOL
6 ENCAMPMENTS

BECAME SENIOR IN '62
FOUNDER, COMMANDER
UNIVERSITY CADET SQ

HOBBIES



YOUNGEST
GROUP COMMANDER IN
FLORIDA WING
(21 YEARS OLD)

REDCAP continued

Soon after noon, with sheriffs and deputies from Okeechobee and Glades County, the Florida Highway patrol, local fisherman and hunters joining the CAP in ground search and diving teams, the first body was spotted floating on the lake by a quartet flying with Task Force I from the Pompano Beach Aero Club, of which Stanley Parrish was a member. The quartet signalled a fisherman nearby and led him to the body.

R.D. Davis, the fisherman, stayed with the body until Okeechobee Sheriff Jack McPherson, arrived by helicopter and led a department boat to recover the battered body of Tom Nobles, identified by club members in the plane that spotted the oil slick and the body. Landrum Blount, Walter Schull, Bud Garner and Haydon Hale made positive identification through a garment worn by Nobles.

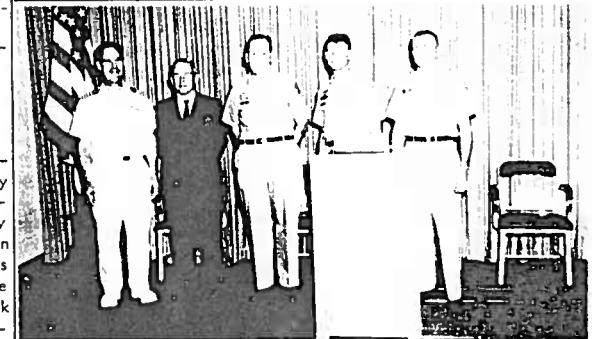
Later in the day the body of the pilot, with the antenna of his Narco Mark II wrapped around his arm and torso, was found just under the surface by Joe Johnson, a fishing camp operator after the body had been sighted from the helicopter of Sheriff McPherson.

Only a seat cushion, that may have come from the ill fated plane, was sighted about 12 miles from the western shore of the lake. The wreckage is presumed to be in about 12 to 18 feet of murky, black water.

The third body of Warren Parrish, was found the following day by a sheriffs deputy diving near the sight of the oil slick.

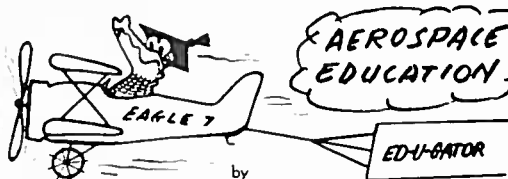
CAP crews were called off the search after the bodies were found.

Taking part in the mission were 55 aircraft, three helicopters, 120 senior members, 60 cadets, 15 mobile radio units, 15 base stations, 35 land vehicles and three boats. Air crews flew 194 hours in 98 sorties.



Pictured left to right are U.S. Navy Corry Field Base Commander, Captain John Lehman, USAFR Nick Pchelkin, Colonel, Group IV Commander Captain James P. Kerr, Hagler Field Squadron Commander, Lt. Ernie Lewis, and Corry Field Commander Lt. Joseph Randow.

...of course I'm
a TIGER...
wanna see my stripes?



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT.... equal to three times the power produced by the Hoover Dam on the Colorado River.

During the past year nearly three billion pieces of non-air mail were delivered to post offices by air some 62 billion hours faster. The airlines are flying first class mail on long-distance hauls on a space available basis. As a result, about 10% of all intercity first class mail now goes by air even though air mail postage is not affixed.

From what little we know about the training of Soviet cosmonauts, none of them has the equivalent educational background demanded of the men who have been chosen as America's space pilots and explorers of tomorrow.

If the horsepower of all Boeing jet airliners engines in service could be pooled together, it would be

A breeder of hunting dogs shipped more than 400 dogs by air-express within a 30-day period at Mt. Vernon, Illinois. During that time more dogs than people used the airport as only 375 passengers enplaned within the same number of days.

About 80% of all Europe's air traffic flows through airports lying between Shannon, Copenhagen, Rome and Lisbon - an area about one fourth the size of the U.S.

It's a fact: when a cadet is average, he is as close to the bottom as he is to the top.

To better serve you, please address all letters to: Box 54, Shennandoah Station, Miami, Florida.

AROUND & ABOUT

Members of Group 1's North Dade Composite Squadron attended the Experimental Aircraft Association's Fly-in held on 12 July. The event took place at Ft. Meyers Old Buckingham Air Strip, now known as Leigh West.

New aircraft, as well as some old classics were on display, and with permission of the FAA, Bill Lumley Jr., one of North Dade's Flying Lumleys, put on an aerobically show in his clipped wing Cub. He thrilled the 300 spectators to cheers with loops, spins etc. and finished the exhibition with a dead stick landing.

Trophies, awarded for such other events as spot landings, message drops, and short field take-off, were won by the Lumleys Bill Sr. Bill Jr. and 'brother' John.

The affair ended with a dinner dance at Leigh Acres Country Club, made specially enjoyable by the humorous reminiscences of 'Ace' Corben, designer of the 'Baby Ace'. Corben, a huge man, spoke of the early days in aviation when he could fit into his creations.

VENICE --- Fred Van Patten, immediate past cadet commander of the Venice Composite Squadron will attend all five encampments this summer at Tyndall AFB.

The 18 year old Van Patten, a 1964 graduate of Venice High School, presently has been elevated to the temporary encampment rank of cadet second lieutenant and has been made flight commander.

Normally a COP is required for officer grades at encampments but the requirement was waived due to his ability and past experience.

Fred is the son of Mr. and Mrs. A.E. Van Patten of Nippino Trail, Nokomis, and has held the rank of staff sergeant with the Venice unit.

His squadron believes that he is the only cadet in Florida attending all five encampments.

Van Patten has been in CAP for three years and held the post of cadet commander of the Venice squadron since last September. He resigned the post following graduation from high school.

DELAND --- Cadet Milissa Lee of the Deland Composite Squadron, entered her dog 'Four Paws' (a mixed breed), in the Hound Dog Derby held at the Daytona Beach Kennel Club on Sunday, July 5th.

'Four Paws' broke slowly from the starting box but gradually moved up on the leaders. Cadet Lee would have had herself a trophy but 'Four Paws' stopped to bark a few times at the crowd and also to smell the flowers. The other dogs went right by.

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PROMOTIONS

The following promotions were recorded for the month of June:

TO MAJOR:

Frazier, C.D.	CLW
Bruce, C.O.	III
Tebbe, C.	WJC
Van Drimmelen	WHS

TO CAPTAIN:

Kobas, Wm.	SJC
Peters, B.	MON

TO 1st LT.:

Kicklighter, E.G.	SUN
McLaughlin, R.D.	GBC
Seifer, W.N.	MSI
Phaup, C.	WOC
Hull, M.J.	DUV
Scheffler, C.M.	PAX
Frank, C.N.	BPC
Smith, H.E.	TPC
Carnes, D.O.	MSC
Rother, K.I.	CAN

TO 2nd LT.:

Place, H.M. III	VEN
Kirby, T.R.	CHW
Hardway, E.E.	HWS
Peppin, C.W.	HWS
Zahn, G.J.	MSI
Bridges, E.V.	MSI
Williams, J.E.	XVIII
Perry, G.L.	CLW
Genaw, G.F.	ORC
Miller, D.V.	HFB

Lt. Col. Ray L. Kraemer,
Wing Deputy for Administration

JACKSONVILLE --- Certificates of graduation and insignias were awarded 20 cadets and 1 senior of the Jacksonville Cadet Squadron on June 30th.

Seven cadets and one senior received the American Red Cross Senior Lifesaving Certificate and two cadets received the Junior Lifesaving Certificates.

Other awards included four advanced Beginner Certificates and seven Swimmer Certificates.

The classes were held at the Jacksonville Naval Air Station pools. The classes covered six nights of three-hour classes.

Instructors were Miss Nancy J. Goodwin and Mr. Malcolm Young Sr., both are in the Navy and are Red Cross Water Safety Instructors.

Most of the graduates will continue in higher courses.

FT. LAUDERDALE --- Like father... like son! John Blume of Oakland Park Cadets joined CAP in May 1962 just 20 years after his father joined. The Blumes live in Ft. Lauderdale.

VENICE --- H.M. Place, commandant of cadets, spoke on the activities of the Civil Air Patrol at a meeting of the Venice Lion's Club at Fisherman's Wharf.

He outlined the patrol's work in search and rescue, national and local emergencies and the youth program.

When 'Chuck' was asked if he thought his speech was a success he said 'yes, I just repeated myself three times and only put one Lion to sleep!'

PALM BEACH --- Sunday June 28 ten cadets and two senior members of the Palm Beach Cadet Squadron went for their first flight in a sea plane. The sea plane belonged to the newly appointed Group V commander Captain Bob Owens. Capt. Owens is the owner of the Honey Chile Fleet which consists of two fishing boats and one Republic model RC-3 sea plane. He made 4 flights of 20 minutes each with three cadets each flight.

One cadet rode in the co-pilot seat on each flight, and was given a chance to pilot the sea plane.

After the last flight the cadets all pitched in and washed down



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CLEO CLOUTS MIAMI

Cleo claimed her dominance of the air by concentrating her fury on South Florida airports smashing all aircraft in her path...

The editorial offices of Gator CAPers was her victim too... causing this issue to be published weeks late. We hope to be back on schedule with the next issue.



FLORIDA WING 'Gator CAPers



VOL. 5, NO. IX

SEPTEMBER 1964

3 New Deputy Commanders head Sectors A B & C

CHAPLAIN SECTION SLIPS

ELLINGTON AFB---National Staff Chaplain, J. Norman McConnell has just released the second quarter report on the National Standing on the Chaplains sections of the various Wings.

Florida has slipped from the ninth place wing in the program to the twelfth. This is a result of a very poor quarter in chaplains reporting and recruiting.

Lt. Colonel Earl V. Farmer, Wing Chaplain, is planning an extensive chaplain recruiting program to concur with the opening of the three sector offices with the hopes that we will be able to recruit three sector chaplains to help the wing staff and the Group Chaplains fill all the missing chaplains vacancies at the unit level.

The biggest deficiency in the Florida Chaplain program is the fact that less than one-third of our units have chaplains, according to Colonel duPont. "We started the year with less than 30 chaplains and have now a total of 51. This is a fine improvement, but far short of filling all chaplain positions."

On 1 October, Wing headquarters is going to mail out a fresh supply of chaplain kits, Form 1, so that those units that are out of stock in this form will have the Chaplains recruiting kit to aid in getting new chaplains.

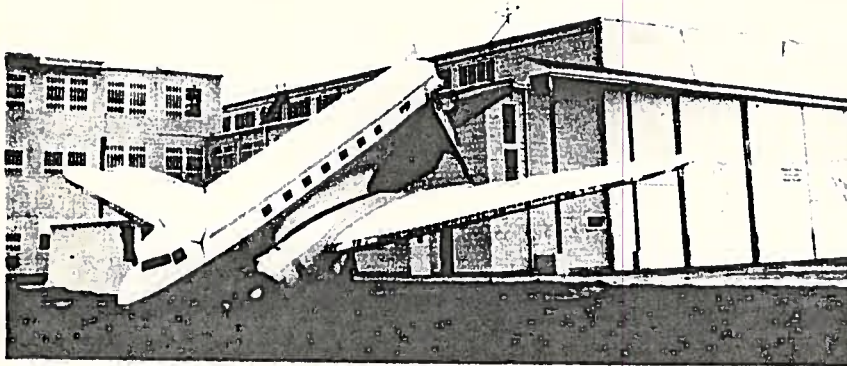
ORLANDO AFB ---- Colonel S.H. duPont Jr., Wing Commander, has announced the appointment of three new Deputy Commanders, effective 1 September. Each new Deputy Wing Commander will be responsible for a portion of the Wing, and will work with Col. duPont jointly in the management of these new areas, called Sectors.

Lt. Colonel Norman Fisher, former Group 1 Commander, has been appointed as the new Deputy Commander for Sector A, the southern sector. Lt. Colonel Ray L. Kraemer, former Deputy for Administration, has been appointed Deputy Wing Commander for the Central Sector, with headquarters in Orlando. Colonel Otis Phillips former Group 2 commander has been appointed Sector Commander for the Northern Sector, with headquarters in Jacksonville.

The former Deputy Wing Commander, Lt. Colonel Bailey Griffin has been assigned to the position of Chief of Staff.

OOOPS... In the July issue we listed the cadets from the Palm Beach Squadron who received the Curry Award-Cadet Richard Grant's name was omitted... sorry!

...and Lt. Colonel Betty McNabb of Region H headquarters says she is "not the 1st woman to break the sound barrier..." as we stated in our August issue... "I'm about the 8th.... Cochran, Nichols... many beat me!" she writes. That's still a darned good record Betty!



CLEO UNLEASHES HER FURY ON DC3 AT FORT LAUDERDALE INTERNATIONAL AIRPORT... (MORE PICTURES ON PAGE 3)

PHOTO BY: Jim Arpin

"Survival South" Swedish Cadets visit Florida Scheduled Oct. 3-4

by Sarah Duke
Lt. Colonel, CAP
Information Officer
South East Region

All Wings of the Southeastern Region will participate in the FAA Operation "Survival South" on 3-4 October 1964.

The purpose of the operation is to mobilize the great fleet of general aviation under national emergency condition. By direction of the President of the United States, the FAA has the responsibility of acquainting the General Aviation Pilot of his role in recovery from nuclear attack or any other National Emergency. The FAA has called upon CAP, CD and aviation organizations to assist in conducting the operation.

Such an exercise was held in the Middle East and North East Regions of CAP last year and CAP was given credit for the success of the mission. FAA has requested maximum participation of the CAP airborne capability in twenty-two wings.

National Headquarters has authorized the Wings to hold the annual CAP-CD Exercises during this period in support of the mission. The Liaison Officers of the Southeastern Region have been briefed and are to coordinate activities

Again, this operation is designed to mobilize and utilize the corporate and private pilots and their aircraft for a better understanding of the State and Region defense airlift in case of a national emergency. This is a wonderful opportunity for CAP to Acquaint the local pilots with our Organization and Missions and to demonstrate proficiency through organization and training. It is not to be used as a recruiting vehicle at this time but the most favorable exposure of CAP to General Aviation is essential.

The Middle East and Northeast Regions had experience in this operation last year. We in the Southeastern Region have made a commitment to the Southern Region office of FAA to do a better job. We can get more pilots and planes in the air, fly more hours, keep better records and plan better missions if we all work together on this project.

The FAA will make a formal announcement to the public in the next few days and National Headquarters will follow through with an announcement and article in the CAP Times and news releases to the Information Officers. This is to give you advance notice/information so that you can be prepared to

Florida opened its doors wide to five Swedish Cadets and their two Royal Swedish Air Force escorts who arrived here as part of the International Air Cadet Exchange Program.

For cadets Claes Dahl, Hakan Faxalv, Krister Andren, Bertil Stafanson, Torkel Norda, and escorts Captain Hans Olaf Olsson and Lt. Mats Ekstrom, the visit to Florida was a never-to-be-forgotten experience in "southern hospitality" as every city rolled out its own special carpet of planned activities.

In Jacksonville, their first stop in Florida, the cadets and their escorts embarked on a two day whirlwind tour of the "Gateway City" ending with a formal dinner dance attended by 160 CAP members and guests. Each cadet was assigned a Group 2 CAP counterpart, and escorted a lovely young Jacksonville lady throughout all the activities.

At the Palm Beaches the activities included a deep sea fishing, scuba diving, and sightseeing trip aboard a paddle wheel river boat.

At St. Petersburg the cadets and their escorts attended the first cookout of their lives, and in Miami the final days of their visit were filled with sightseeing trips, picnics, water skiing, etc. At the farewell party, held in the home of Wing Commander Colonel duPont, one of the cadets voiced the opinion



SWEDISH CADETS (L-R) WITH WING COMMANDER COLONEL DUPONT

'Gator CAPers

Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceeding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....Capt. Ben A. Wakes
MANAGING EDITOR.....Capt. Toni Wakes
DIRECTOR OF NEWS SERVICES.....1/Lt. Bud Jenkins

VOL. 5, NO. IX

SEPTEMBER 1964

ALMOST A TRAGEDY -----
Wednesday, 26 August, will long be remembered. This was the day Cleo chose to bear down on Florida and begin what was a three day strike at the east coast of our state inflicting what some experts feel will be in excess of 100 million dollars damage as it made its way up the coast past Jacksonville.

Needless to say, we were ready. Some two days before Cleo hit in South Florida, the wing was slowly placed on alert status by the Operations section as various units under the task Force system came into the path of the storm. A mission number was secured from the 3rd Reserve Region under the domestic emergency plan and we were in business. When the storm actually hit, we were prepared. Hundreds of Channel 7 and Channel 3 as well as 26.62 stations went on the air. Many of these stations went off the air only when the power source quit about 4 in the morning. Still others went on their own emergency power, and some members went out to their cars in the winds in excess of 100 MPH to go mobile after they had lost their house power. The CD stations were manned by CAP members. Hospitals had their blood supply increased by mobile units that braved water and danger to move supplies. Emergency power units were transported and set up in locations for hospitals throughout the state.

Obtaining an exact report on what the wing did to assist during the disaster is difficult at this early date, but estimates run as high as 80 units involved totalling more than 1900 people on the alert and actually taking part in relief work.

The outstanding fact about the hurricane Cleo and its path across Florida is not so much what CAP actually did in the wee hours of the morning as it passed, but rather what CAP could have done if we had been needed in all parts of the state as the storm moved North. In retrospect, we have tried to determine what our capability would have been had we been needed further, and the results would have been most impressive.

Our Operations section feels that we were only used about 15% of our capacity since the storm although most damage was relatively light in the amount of accompanying rain and the long advance notice that was received.

This alert status that the wing retained was the largest effort perhaps, that has ever taken place in the wing in recent years. Never have I seen the spirit of cooperation higher nor the results better in such a short period of time.

Anyone seeing the results of the CAP activities in and around the time of Cleo could not help but be most proud of our units and personnel. It was a job VERY well done!



du Pont

SAMUEL BEN LACK DU PONT, JR.
WING COMMANDER



Miami Beach Cadet Squadron I O Hattie Milam, Exalted

T'WAS THE NIGHT BEFORE ...ULCER ANYONE ??????

by Bud Armstrong

T'was the night before Sunday,
and all thru the Group,
The phones were 'buzzin'
to find out the poop...

A fly-in was planned,
the CAPers had sold so.
Who had the information?
No one I know...

Voiced in the past,
these words did ring:
"Attendance is poor,
Let's cancel the thing..."

On again, off again
Woe is me...
Nothing to do, but
go out and see...

So off to the airport,
Group two did run,
all set for a day
of roasting in the sun...

But what to their wondering
eyes should appear?
But an airplane, then two...
sans sign of reindeer...

The Planes, five in all,
converged on the strip.
As those on the ground
started to flip...

Then landed they were,
hand shaking we were,
Off to the restaurant
for a warm spot of tea...

Cordial words were exchanged
CAP talk filled the room.
Return visits were planned,
and we hope real soon...

The hour grew late,
to go it was time.
Good-byes were said,
and we knew all was fine...

A good time by all
was had by the group,
A lesson was learned
and here is how fine...

TO PLAN A FLY-IN...
"LET'UM LAND... THEN BEGIN"



The oldest pilot at the Fly-in was Major George N. Deas, 74 years young, from Group III. Maj. Deas was accompanied by Lt. Colonel Earl J. Piltcher, Commander of Task Force 3, Tampa. Lt. Col. Piltcher's comments were, "Enjoyed the reception and the lovely breakfast. The cancelled Fly-in was quite a success."

Communications Corner

The last and final myth "any thing goes" during an actual mission disappeared when the FCC Citation of Sparrow 501 for off frequency operation during Mission 42

As you have been previously advised, the small fines and forfeitures act allows no exceptions to the rules and regulations under any conditions.

It is again brought to your attention that relocating a land station must have approval of the Florida Wing Commander.



SERGE VISITORS AT WEAR-TV STUDIO: Left to right: Escort 2/Lt. Lane, Nashville, Tenn.; c/2 Lt. McClendon, Evergreen Ala.; W/O Helen Kerr, Fla.; Cadet Skeen, Birmingham, Ala.; c/2 Lt. Winn, Clarksville, Tenn.; c/1 Lt. Taylor, Birmingham, Ala.; c/2 Lt. Donahoe, Jackson, Miss.; C/Capt. Gable, Albany, Ga.; C/1 Lt. Winn, Clarksville, Tenn.; C/2 Lt. McNair, Albany, Ga.; C/Ts Red, Clarksville, Tenn.; C/2 Lt. Batson, Clarksville, Tenn.; Escort Major Caine, Jackson, Miss.

GIRLS EXCHANGE... SOUTHERN CADETS IN FLORIDA

An outstanding selection of cadets representing Mississippi, Alabama, Georgia and Tennessee graced their native South during their recent visit to Florida.

A busy week was initiated with their arrival in Pensacola. The cadets were escorted by Major Evelyn Caine of Jackson, Miss., and Lt. Ann Lane of Nashville, Tenn. Activities included a tour of the Naval Air Station, an appearance on Maxine Daniel's Carnival program, WEAR-TV, and a visit to the replica of the original Spanish Village.

En route to Orlando AFB, CAP Florida Wing Headquarters, the group paused at Eglin AFB and enjoyed a tour of the Climatic Hangar. During the Orlando phase, the cadets enjoyed a day of exciting aqua activity on Lake Conway. Major and Mrs. Van Ness Barnard, USAF, hosted the group with Orlando Cadets at their home. Swimming, boating and water skiing were enjoyed by all. A side trip to Silver Springs completed the Orlando tour and the group proceeded to Cocoa Beach where they

were entertained by the Canaveral Squadron at Patrick AFB.

After attending Sunday service at the base Chapel, the cadets visited Florida Wonderland and enjoyed the lively Atlantic Beach.

The girls were entertained with a get acquainted party and buffet supper at the home of Mrs. Henrietta Montgomery of the Canaveral Squadron. The final day was climaxed with a visit to Patrick Tech Lab Missile display and a briefing on Air Force Eastern Test Range Operations by Lt. Daniel. Following the briefing a tour of Cape Kennedy was conducted by 1/Lt. F.C. Joye, Canaveral Squadron Commander. The tour of the AF Station and Kennedy Space Flight Center afforded the group the rare privilege of viewing the launch sites of the space capsules.

Thus the review of more than 400 years of progress will be etched in their memories. From the shores of early Spanish conquest and settlement, and the birthplace of Naval Aviation to the threshold of space, these Aerospace minded cadets reviewed the panorama that is Florida.

FLORIDA CADETS IN S.E.R.G.E

Twelve Florida Wing Cadettes and two Senior Escorts left Tyndall AFB on Wednesday, 29 July, as part of the Southeast Region Girls Exchange. One group of six headed for Tennessee under the watchful eye of Major Dorothy Puffpaff, the other, Alabama bound, was escorted by Captain Kay Cunningham. Each group returned with glowing reports of wonderful experiences, marvelous hospitality and unforgettable memories.

MAJOR PUFFPAFF

When the airplane landed at Memphis Airport, she and her cadettes were greeted by an Honor Guard made up of cadets from the Whitehaven Cadet Squadron. The Honor Guard rolled out a big red carpet, formed up on each side of it and saluted the girls as they disembarked from the airplane to be welcomed by Colonel J.F. Bottom.

In the official greeting party were in addition to Colonel Bottom, Tennessee Wing Commander, Major

and the hostess for the girls stay. The girls had lunch at the base cafeteria.

That evening the Memphis Cadet Squadron gave a get-acquainted party at the Squadron building, after which the Florida girls were invited to the Beyers home for a coke party.

Thursday morning, visitors and hosts met at the Airport Terminal and made a complete tour of the workings of an airline operation. After lunch in the Passport room of the terminal, the cadettes went to the FAA Memphis Air Route Control Center where they were toured and had pictures taken. Then the girls left to change to civilian clothes and went shopping downtown. A movie and dinner rounded out the day.

After a few hours sleep the girls appeared on a television show, "Good Morning from Memphis", with Kitty Kelly and Russ Hodges. Major Earl Thane, Liaison Officer and Major Puffpaff, Senior Escort Officer were interviewed, then

Gleo Globbers Fort Lauderdale Too!

by C/1 Lt.
Earl Baldwin

We were quite busy from 8pm to 2 am, then we were 'grounded' because of excessive broken telephone lines in the area.

We sat down, waited, and lived on coffee. It was dull compared to what we had been doing, but smashed windows which we hurried to repair livened things up a little.

We listened to some of the interesting phone calls such as one who asked us to come to fix her storm shutters. More serious calls, women alone with their roofs coming off, women needing transportation to shelters because windows were shattering (we didn't go out on any of these cases since they weren't severe enough to risk our lives).

At 4 o'clock we received a call saying we were to pick up four aids and transport them to a clinic. We knew we were going to have a 20 minute calm in the storm so both cars dashed out to pick up two passengers each. It was our first glimpse of the city and we were shocked at the sight. Cleo had taken quite a bit of Ft. Lauderdale with her! After a lot of tree and wire jumping we delivered the aids and made it back to the station just in time.

When things died down about 10 am, we took some of the still stranded citizens home from the shelters. Returning from one such trip CS/Sgt. Rounds and his cadet crew spotted us and volunteered as replacements.

After being relieved of our 16 hour duty we went home. It may have been only 16 hours but each of us could show you three gray hairs for each hour of that duty.

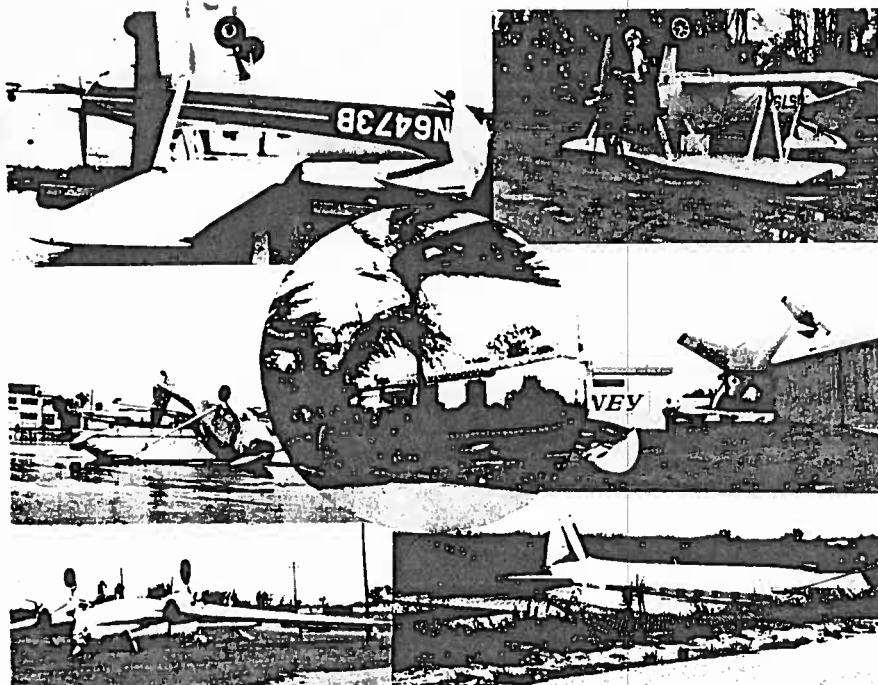
After 17 hours sleep, I can say that it is most rewarding to know that you have helped any amount of people, directly or indirectly during an emergency such as Cleo.

Four o'clock Tuesday afternoon, 26 August, I called in to the Civil Defense Station to inform them that we had approximately 10 cadets available for assistance if they needed them. At six o'clock cadets Gayle and Carpenter were ready when I stopped by to pick them up. We were going down to the CD station.

After arriving we were led to the conclusion that things were fairly quiet for the time being, so from there we were directed to the county Red Cross Station.

We were immediately put on standby vehicle alert in coordination with the other car already in use. Our mission, we discovered, was to work in conjunction with the hurricane shelter areas.

Through the treacherous night we made our runs from shelter to shelter. We traveled in pairs... Chris Carpenter, C2/Lt., with the Red Cross volunteer Mike, and C/B Charles Gayle with me. This was for three reasons. 1. In case the driver should get injured, the other would drive. 2. To help the driver to see where he was going, and 3. To boost the driver's morale, which was rather low under such driving conditions. On many occasions, this was the case; both driver and assistant with their heads forward, wet from their trips outside staring into the lashing rain. The 120 mph winds and rain made visibility about 5-8 feet. Our biggest fears, however, were centered around the whipping practically invisible telephone wires that generated electricity wherever they lashed. To top it off, on a few of the emergency cases which meant almost every run, it was necessary to average 45-55 mph.



STILL FIRST

ELLINGTON AFB - National Headquarters recently published the National Standings of the Wings as of 30 June. Florida remains in first place with 1385.75 points, yielding a percentage effective of 69.28%.

Under the new Information evaluation, National headquarters checks the IBM information reports that are forwarded each month and determines how well the Wings are doing as compared to a National Goal which is established at the beginning of each month.

The Ben Franklin Squadron now stands at the top of the Wing's list as lead unit, followed closely by the Jacksonville Search and Rescue Senior Squadron. Ben Franklin is in 4th place Nationally and the Jacksonville Unit is 10th place.

Lt. Wakes, Deputy for Information of the Wing, was quick to point out that credit for the fine wing standings belong to the Unit Information Officers and the Group Commanders and their staffs who have been working so hard on the information program and working toward 100% reporting each month.

Prop Job!

When SAS's Tom Carlisle, a CAP friend-in-deed, went out to Tamiami Airport August 25, he intended to bed down his Aircoop for the onslaught of Hurricane Cleo. Instead he found that someone had misappropriated his prop.

The propeller was a McCauley metal clip-tip, silver with red tip and black back for an 85hp Aircoop. Serial 20504, Model 1B90, CM9371.

Any information or assist in locating the prop by CAP members would be greatly appreciated by the Group I Office of Information and certainly by Tom Carlisle who rendered CAP much service during the recent IACE.

GIRLS EXCHANGE Continued from page 2

After the TV show, the Cadettes boarded a bus at the airport and headed for Blytheville AFB, Arkansas. There, A1/c Covolo from the IO office, conducted a tour of the base. After dinner at the base dining hall, and more shopping at the BX, the group headed for home.

That evening they were entertained at the Luau Restaurant, and the cadettes had quite a time deciding what exotic Polynesian food they were going to try. Each tried a different dish and passed her plate around so everyone had a chance to sample every dish. From the Luau they went to Shoney's for dessert and to the Knox home for cokes and a session of picture taking.

Saturday morning found the cadettes on their way to the Pink Palace Museum and the Brooks Memorial Art Gallery for a complete tour of these establishments. Dinner was at the Cotton Ball Restaurant and was followed by a trip to the Overton Park Zoo, after which they headed for home to get ready for a cookout at Audubon Park. There they met cadets from the Memphis Squadrons and danced to the radio. The Florida girls decided they wanted a Tennessee Wing patch for a souvenir and a scramble ensued. The Florida girls mission was successful and each girl returned home with a wing patch. Chow time was called and the food disappeared so fast one pass at the table left very little to see. As the party ended the girls were asked what they wanted to do on Sunday and they all answered as one: SLEEP, which they did!

Monday morning they were all upright and early not too anxious to be on their way back, for they had met so many wonderful people in Memphis. They arrived at the airport just in time to say goodbye to the Southeastern Region Champion drill team, and wish them the best of luck at National.

The aircraft arrived, the luggage was put aboard and the girls climbed aboard. After a stop at

Cadettes attending the Tennessee Wing Exchange from Florida were: Mary Felter, Mary Nicastro, Pat Tierney, Dianne Garey, Lynn Kennedy and Sandra Smith.

CAPTAIN CUNNINGHAM

The arrival at Birmingham was the first of many never-to-be-forgotten experiences for cadettes Connie Krysta, Toni Bucala, Judy Turner, Sharron Kirby, Joyce Caruba and Becky Montgomery.

As the aircraft circled to land six sets of noses were pressed tight against the windows for a better glimpse of the "mountains"... for most of these girls had never seen anything higher than a sand dune at the ocean's edge. Waiting to meet (and greet) us were Colonel Hayes and Colonel Lewis of the Alabama Wing, and Lt. Frieda Johnson, our hostess.

The afternoon was spent getting settled at the motel, inspecting the Wing Headquarters, and sightseeing, marveling at the rolling country, colorful landscapes and gazing at "VALCAN", (the Iron Man visible from every corner of Birmingham,) who's light burns blood red every time a traffic fatality occurs.

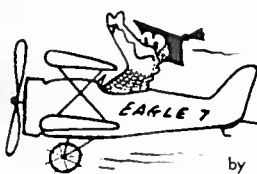
The evening brought another brand new experience to many of the girls... dinner, consisting of Chinese food, with chop sticks... it was a tough fight for many but none of the girls 'chickened out' to knives and forks.

Thursday morning breakfast was held cafeteria style in a restaurant five stories high. Every floor had tables, but you had to go down to the main floor to pay the check.

A flat tire delayed our arrival at Gunter AFB, in Montgomery. Here we saw how the Medics turn mere airmen into expert craftsmen. The training equipment was outstanding. There was an actual mock-up of a field hospital complete in every detail - and they even had a 'dummy' so real that it bleed on demand!

We had lunch at Gunter, our flat fixed at Maxwell AFB, and returned to Birmingham, tired, sleepy but happy.

Jackets and shorts were uniform of the day. Friday, when our pil-



AEROSPACE
EDUCATION

EDU-GATOR

by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT---Trans-Pacific air mail service between San Francisco and the Philippine Islands was inaugurated in 1935. Transatlantic air mail service did not begin until 1939.

Opa - Lacka Airport (Florida), has the largest general aviation hanger in the Eastern U.S. Its 200,000 square feet house a veritable aircraft supermarket for private and executive flyers.

The world's first scheduled airline passenger was the Mayor of St. Petersburg, Florida, who paid \$400 for a 23-minute, 18-mile hop from St. Petersburg to Tampa on January 1, 1914. While Mayor Pheil paid \$400 for his short flight he did so as a result of an action in order to have the historic privilege of being the first airline passenger. The regular fare was \$5.00.

The first jet powered flight in the U.S. occurred at the Muroc, California bombing and gunnery range on October 2, 1942 when the Bell XP-59 aircraft was thrust into

the air by power of two General Electric experimental jet engines. These engines were the forerunners of today's jet engines which have been made possible supersonic flight and 500-mph jet transportation travel.

INDUSTRIAL ARTS TEACHERS
Students in sheetmetal drawing classes can learn the fundamentals of surface pattern development using rockets and jet racers as an interest medium thanks to units developed by Richard M. Birch, Associate Professor at the California State College, California, Penna. The units may be used in junior high school classes, and actual models may be constructed from metal in the industrial arts laboratory, or paper models may be made in drafting classes. Drawings and instructions are collected in a booklet, "Beginning Unit in Sheetmetal Drafting", which may be obtained from Mr. Birch at the California State College, California, Pennsylvania for \$1.00 each postpaid.

CADET "VICTIMS" AT I.F.R.A. CONVENTION

More than 50 CAP cadets and seniors from Group I attended the first International Fire and Rescue Association convention ever held in Miami Beach, at the Americana Hotel.

Cadets from the Ben Franklin, North Dade, Miami Central, Miami All Girls and University Cadet Squadrons acted as victims in first aid and rescue contests, served as runners and guides for the hosting South Florida Rescue Association, directed traffic and served as security guards for exhibits in the grand ballroom.

The Florida Wing Information Officer maintained a booth in the ballroom exhibit during the three days and the North Dade Squadron had their new Chevrolet ambulance on display in the mobile exhibit.



Highlight for the cadets was a bivouac for two nights in the ballroom of the hotel. Those cadets who served through the nights on two-hour details, were furnished supper and breakfasts by the host association. Boys who served as 'victims' in the two contests were served box lunches by the conventioners.

Cadets who attended the contests learned much of value for their part in ground rescue to be used in actual missions. Two of the seniors Capt. Toni Wakes of the Florida Wing Staff and CWO Marge Jenkins personnel officer of the Ben Franklin Squadron, attended a comprehensive three-day pre-conference medical workshop and received diplomas from the University of Miami Medical School.

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AROUND & ABOUT

VENICE---Four cadets made expert rifle ratings while at the 64-2 summer encampment during this summer, including two cadettes. The experts were Daryl Mattox, cadet commander, who made the highest rating in the 64-2 encampment of 299. Dianne Crawford, cadet executive officer, made 296, Mary Ives, 287 and Jeff Trueman, cadet flight commander, 280.

Possible top score is 300. They used a M1 .30 carbine under USAF supervision. All members of the encampment had an opportunity to fire on the range. Safety with firearms is stressed and the use of rifles for outdoors activities is the basis for this training. A local rifle club is being formed in Venice and it is hoped that cadet training will be approved.

APOPKA---24 July -- Cadets Mary Stanberry, Rosemary Jarzyk and Linda Parks of Apopka received their Buddy Cards from the VFW for helping with poppy sales.

...William L. Clarke has been appointed the Squadron Commander and Lt. Rhoda Jarzyk will be the Information Officer of the Apopka Squadron. Three new members have just transferred from the Orlando Squadron, Janice, Carol and Cathie Clarke. The Squadron is studying Navigation & Weather and is also learning aircraft identification, under the direction of Major John Stanberry, USAFR.

VENICE---Publication of a newsletter relating activities of the Venice Composite Squadron has been inaugurated by their information officer Mrs. Marge Place. Mrs. Place is Editor-in-Chief and Mark Stires, cadet information officer is managing editor. The "Jet Age" will carry advertisements and will be distributed to the area chamber of commerce and advertising merchants. There will be no charge for the newspaper. Newsroom is at 233 N. Nassau St., Venice and the editor in chiefs office is on Golf Drive, Venice.

MIAMI---North Dade Composite Squadron will hold a dance at the Elks Lodge Hall #1835, located at 12495 N.E. 2nd Ave. on Saturday evening, October 24 from 9 until 1 A.M. There will be a seven piece band and proceeds will be used for Sunset Patrol expenses. Donation, \$1.00. Everyone invited.

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Florida Wing Civil Air Patrol
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PROMOTIONS

The following promotions were recorded at Florida Wing Headquarters during the period of July 1-31, 1964:

TO LT. COLONEL:

Sussell, S.P.

STC

TO MAJOR:

Willis, B.

LAL

Bodle, E.

XIII

Peltier, G.H.

PBS

Larson, W.R.

MDC

Wakes, E.

FWG

TO 1/LT:

Kennedy, J.S.

PBC

Kemple, F

LPC

Clarke, W.L.

APC

Nickel, R.

PHS

Sorbi, J.T.

TMB

Rogers, J.L.

OCs

Rock, C.D.

HER

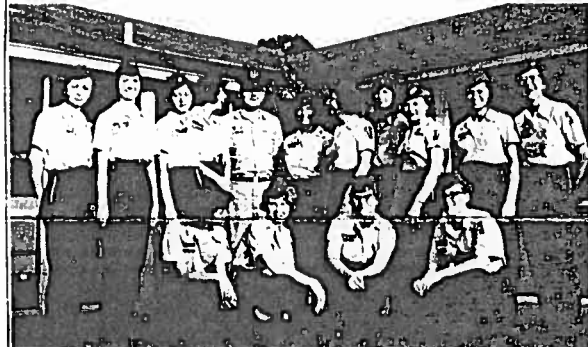
TO 2/LT:

Stainton, B.J.

HWS

Tillman, B.S.

HFB



SERGE cadets and escorts pose with the Deputy Commander of Encampment 64-1, Capt. Robert Sellers, at Tyndall AFB.

JAX I.O. CLINIC

Ever since the advent of recorded history, man has been trying to find the secret of 'perpetual motion'. We, in Group Two, are happy to announce, "We've found it" - in the best traditions of CAP we'll pass the highly regarded information along for your perusal. **HOLD AN I.O. CONFERENCE** ... and you too can have perpetual motion. At a recent Group II I.O. Conference, the talk was perpetual, and all jaws were fully in motion!

Lt. Colonel Otis L. Phillips, Group II Commanding Officer, took the occasion to introduce S/M Bud Armstrong, who has been assigned the Northeast Florida Group II Information Officers Slot on Group Staff. Armstrong, in talking with the Squadron IO's assembled said "This type of brain trust (meeting) and idea bank will be incorporated into Group II's functional plan."

It was also announced to the conference, held at the West Jacksonville Cadet Squadron, plans are being formulated for squadron clinics on: Press release writing, Spot announcements (writing and use), Feature articles (writing), and local media relations. At the media

Girls Exchange continued able to see actual missiles in construction, get a close look at the collection of nose cones (those that were recovered since the first launching), and saw the awesome testing pad at close range.

After lunching at the Arsenal we headed back to Huntsville and the local CAP Squadron had a cook-out planned in our honor. Each girl was presented with a giant towel, embroidered with the Alabama Wing Patch and the visiting cadets name.

Friday night was spent in a Huntsville Motel and after an early breakfast we headed for Culver Airport, flown in a small aircraft by a kind hearted CAP pilot. We landed at Culver and visited the world famous Ave Maria Gratto, then it was back to Birmingham in time for the girls to enjoy a fabulous Luau, complete with orchids, leis, and boy cadets.

Sunday afternoon was spent picnicking and visiting Rickstone Caverns, where one of the drivers sacrificed his trousers in an effort to get a stalagmite for one of the girls.

Lights out came early Sunday night, as sunrise would roll around all too soon, and with it the end of a wonderful unforgettable visit.

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FOUR SURVIVE CRASH IN 'GLADES!

SARDA EXECISE ENDS IN REDCAP

Four CAP officers who have flown many SARCAP and REDCAP missions now know what it feels like to be the object of the search, rather than the searchers.

"We know how things look from the other end of the telescope now" one of the four victims of an air crash in the Everglades said, "and we learned a lot that will be helpful in future search missions."

The four, Captain Leroy McKenzie, Captain James Pike, Captain Mike Weiser and 1/Lt. Ed Hill, all of Group 9, were returning from St. Petersburg, after completing their SARDA Mission assignment, when the engine on their Stinson suddenly quit.

Capt. McKenzie, the pilot, knew that he had to pick a spot to put her down, and pick it fast.

"There was nothing I could do," McKenzie said, "We were over a wooded area, so I picked the best opening I could find and landed."

It would have been a perfect dead stick landing, but at the last minute a tree limb caught the right wing and flipped the aircraft on its back. The four scrambled out unhurt. While unloading their gear, and trying to save the radio a spark set the fiberglass aircraft afire and it burned down to its frame.

They were knee-deep in swamp land. The four spent the night sitting on what was left of one wing, swatting mosquitoes and telling stories just to keep awake. Early the next morning they hiked through the swamp to a high, dry, shady hammock, marking their way with their underwear, torn in strips, and tied to tree branches. They had no doubt that someone on the mission would find them.

They were right. Mr. and Mrs. Leonard Davidson, returning to Miami from the SARDA target area, spotted the wreckage and reported its location.

A Coast Guard helicopter was dispatched and the men were airlifted to civilization.

Asked what part of the ordeal was worst, Mike Weiser answered, "The moment we all ran out of cigarettes."

Sectors Getting Ready to Have a Ball!

Military Awards Banquet plans are being firm by heads of all sectors. Lt. Colonel Norman Fisher, Commander of Sector A, announced his sector's affair, scheduled for December 4th, will be held at the Miami Shores Country Club.

Miami's Squadron I is handling all the details. Plans call for an evening of fun, food and fanfare, all for \$5.75 for seniors and \$4.75



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OCTOBER/NOVEMBER 1964



Smiling happily, the four survivors (left to right: Capt. James Pike, Capt. Mike Weiser, Capt. Leroy McKenzie and 1/Lt. Ed Hill) relate the experience of nearly 24 hours in the Everglades. Pilot McKenzie holds up the burnt remains of his 'fire engine red' flight suit.

Wing Needs More Chaplains

SARASOTA---The latest roster of Florida Wing CAP Chaplains recently released by the Wing Chaplain, Lt. Colonel Earl V. Farmer, shows that our total now stands at only 47.

Colonel Farmer, while expressing his pleasure over the increase in Chaplains over the February roster which showed only 29, was joined in his displeasure by Wing Commander duPont over not being closer to 100% chaplain manning as required.

Wing Headquarters has just mailed two chaplain recruiting kits to each unit as a move to assist all units in obtaining CAP Chaplains before charter renewal time in January.

Colonels duPont and Farmer have asked each Group Commander who does not have a CAP Chaplain to get one by October 10th, even if they have to get one from one of their squadrons. A Group Chaplain is paramount towards getting all their units 100% manned.

for cadets. Dinner's at eight.

Uniform will be Class A with white shirt and black bow tie or civilian clothes.

Call Franklin 9-2634 for tickets and information.



Gill Robb Wilson, being escorted to his seat of honor by Colonel duPont, typify a contrast in age, but a similarity in their dedication to further the aims of Civil Air Patrol.

National Honors "Father of CAP"

Gill Robb Wilson, one of CAP's founding fathers, was eulogized at the recent National Board Meeting banquet in Houston, Texas.

In a stirring presentation the "many lives" of Gill Robb Wilson were dramatically depicted by narrators who traced Mr. Wilson's countless contributions to aviation during the past half century.

Gill Robb Wilson, World War I pilot, aviation writer for the New York Herald Tribune, Editor of Flying Magazine, founder of AOPA,

etc. etc. etc. - was the one man most responsible for the existence of CAP. Back in 1938 he devised the plan for utilizing America's pilots, private planes and small airfields for the Nation's defense, which was eventually to evolve as the Civil Air Patrol.

Wilson, who had traveled in Germany in 1936, felt that war was inevitable, and that when it came America would depend heavily on home-front contributions. He felt

CONTINUED ON PAGE 3

Cadettes to Invade 'Iwo Jima'

MIAMI---A historic moment, the raising of the flag on Mt. Suribachi, will be relived on the weekend of November 7th and 8th, by 100 South Florida CAP Cadettes who will re-invade Iwo Jima!

Elliott Key, an island off the coast of Homestead, has been named Iwo Jima for the occasion which will celebrate the 20th anniversary of the actual invasion of the island by the U.S. Marines.

This event, the biggest ALL GIRL activity in Florida Wing's history, is the first of many planned activities, according to Lt. Colonel Norman Fisher, Sector A Commander.

The Marine Corps, Coast Guard Navy and Air Force units in the area have promised full support and participation in the planned 'invasion'. Lt. Dale Hester, a Marine Reservist and the Commander of Ben Franklin Cadet Squadron, and Lt. William C. Cornell of the North Dade Senior Squadron, a Navy veteran who participated in the actual Iwo Jima landing operation, are busy training the girls in 'invasion tactics'.

The whole idea was the brainchild of Project Officer Ray Ruzicki, member of the North Dade Squadron, but the idea has mushroomed into a full fledged, sector-wide activity.

The Operation calls for the actual invasion to be launched at sunrise, Saturday, 7 November. The landing barges carrying the invading 'marines' will rendezvous off shore and three waves of assault troops will attack the fortress amidst simulated enemy attack.

The 'leathernecks' will hit in true combat fashion, waist-deep in water. They will secure the beach, mop up the enemy, and raise the flag on a schedule which calls for split-second timing.

An actual field hospital will be set up as part of this exercise, with medics and stretcher bearers operating under fire, simulating first aid, blood transfusions etc. all under the watchful eye of Dr. Sumner Cohen, CAP Medical Officer. Adults will be on a supervisory capacity only--every action will be performed by the girls, under the command of Cadet Major Jackie Earle of Miami All Girls Squadron.

'Gator CAPers Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....Capt. Ben A. Wakes
MANAGING EDITOR.....Capt. Toni Wakes
DIRECTOR OF NEWS SERVICES.....1/Lt. Bud Jenkins

VOL. 5, NO. X

OCTOBER/NOVEMBER 1964

IT'S LATER THAN YOU THINK
The month of October is one of the busiest months for the CAP program. Aside from the start of the big push for the rest of the year's Certificates of Proficiencies, it is the start of the home-stretch drive for the renewal program.

This year in particular, the renewal period is perhaps more significant than in recent years. The National Board of CAP meets on the 29th and 30th, to consider the many problems facing CAP today. One of the main problem areas is the high cost of running the CAP program and the increase in Senior Membership dues to support the years program.

National Headquarters has recommended that the renewal dues be increased from the present \$4.00 up to \$5.00 and the dues for new members move up from \$5.00 to \$7.00.

I personally feel that the dues increase will be approved at the next Board Meeting with an effective date. Soon after the meeting at National, we can publish this in the Gator CAPers and the monthly bulletin.

Have you renewed yet? If more than 146 Seniors and 341 Cadets answer yes, then someone is lying. The Wing had slightly over 2,000 Seniors in 1964 and 3,404 Cadets. You can see from the figure above on those who have renewed, that the greater majority of the wing members may be caught napping and have to pay the new increased rate.

Cadets who fail to renew by the end of the month will have to pay a late fee of 50¢ until the National Cadet dues may become effective.

The 'long and short' of the problem is to renew right now. Go out to your next squadron meeting, taking with you your money and renewal forms. Join those who have already renewed and whatever you do, don't become a part of the 30% of our Seniors and 50% of our Cadets who did not renew at all!



duPont

Samuel Hallock duPont, Jr.
SAMUEL HALLOCK DU PONT, JR.
Colonel, CAP
Commander

(The following is a directive issued by Lt. Col. Summerson regarding communications on Sunset Patrol)

TO ALL UNITS: Directive #1: Sundown Patrol! (Sunset Patrol).

Sundown patrol will take place approximately two hours or less before sundown.

Radio frequency 148.14 mc. will be loaned to the participants as a public service and a safety factor.

The frequency will be used exclusively for this purpose for a period of no more than 45 minutes. The time will start when the aircraft enters the patrol pattern and will end when the aircraft leaves the pattern.

The squadrons participating in the patrol will have one ground control only.

The aircraft while in the pattern will communicate with this station only, in the event of radio failure of the ground control, any station may take over to complete the patrol.

In the event of participation of more than one squadron, each squadron will furnish one ground control for their aircraft. Communications between ground control and aircraft of each squadron will be permissible.

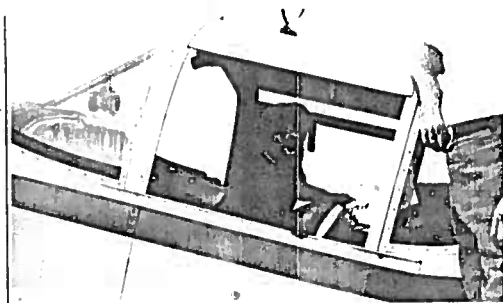
Radio equipment used will be of sufficient power and quality to emit a clear and audible signal.

Receivers at both ground control and in aircraft will be of a clarity where repeating will be unnecessary. Excessive noise from aircraft over the frequency will be deemed a hazard and not permitted.

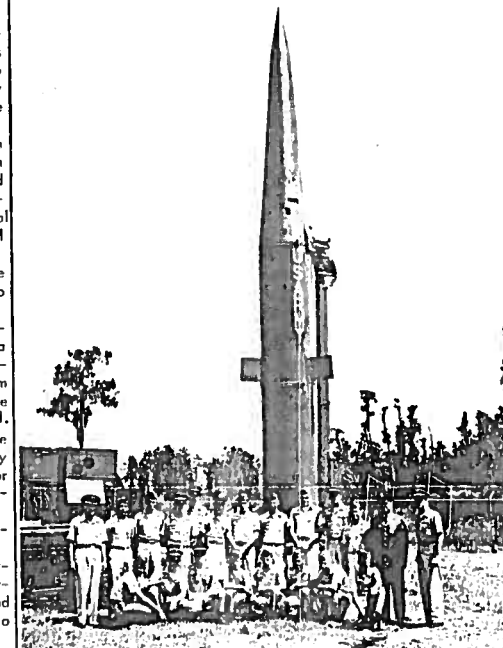
This directive does not indicate that Civil Air Patrol will in any way assume the responsibility for personnel or property while participating in Sundown Patrol.

This directive does not supersede any C.A.P.R.

When an emergency is declared by ground control or patrol aircraft the above is superseded and Red Cap conditions will be put into effect.



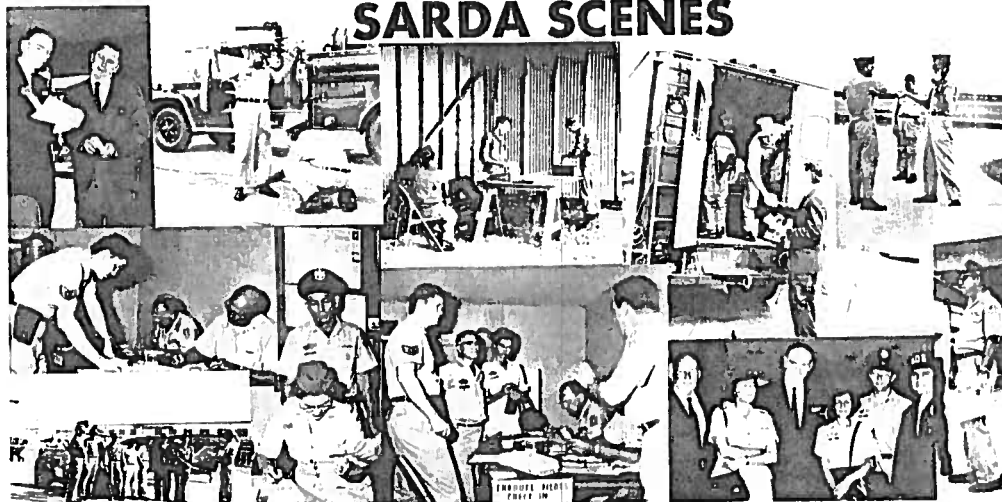
"YOU FLY YOUR WAY AND I'LL FLY MINE!..."
'Fritz', who has logged some 200 hours with his master, S/M John Spencer, Jacksonville, was allowed to sit left seat and became so excited he didn't know whether he was coming or going!



ORLANDO--A selected group of outstanding CAP cadets from the Southeastern Region visited the on a tour of military, National Martin Company plant in Orlando Aeronautics and Space Administration 20 August, where they saw the tion, and industry installations in- assembly and testing of the Persh- ing missile and ground support equ- ingment, toured huge environmental by the cadets. The tour was sponsored by the regional Air Force Orlando Research Center. CAP Liaison officer in Nashville.

Mayday! Mayday! Mmmmm...

SARDA SCENES



Jax Gets "Bug"

The Jacksonville Search and Rescue Squadron of the CAP had its mobile capability increased by a 9 passenger Volkswagen station-wagon, the use of which has been donated to the squadron by Billy M. Tinder, president of Model City Aviation, a fixed-base operation at Thomas Cole Imeson Airport in Jacksonville.

Tinder, Operations and Training Officer for the Jacksonville Squadron, explained that the squadron no longer had corporate vehicles and that the VW wagon would lend itself well to the ground support of search and rescue missions in which the squadron participates.

The mobile unit will be equipped with two-way radio to augment its use and will also carry dispensing equipment to serve food and beverages to ground support personnel, Tinder said.



Group 1 Commander Captain Ed Johnson, presents Captain David Ellsworth, newly appointed Squadron 1 Commander, with the 'Commanders' Plaque.

A Knight in CAP's Armor

There's a bright new decoration on the right hand pocket of Lt. Colonel Lawrence C. Feldman's CAP uniform...an attractive blue and gold shield which proclaims for all to see that "Larry" Feldman, a Florida Wing Staff Officer, is an honest-to-goodness KNIGHT!

CAP members have been everything from printers to presidents, but this is the first time that a CAP member has ever been knighted... and the story of how this came about spans nearly half a century.

Back in World War One Larry's father, Ferenc Feldmann, an officer in the Hungarian Army, was an engineer on a train carrying munitions to the front. Suddenly he found himself heading into enemy crossfire. He ordered the train to proceed, even though he knew it could become a speeding bomb, and one stray bullet could set it off. His crew deserted. Singlehandedly Feldmann brought the train through the enemy fire to its destination. He suffered shell-shock so severe that it eventually left him totally disabled.

For his action, Ferenc Feldmann was awarded the 'Military Order of Heroes' (equivalent to our Medal of Honor) and was knighted by the Hungarian Government. The knighthood included a grant of 100 acres of prime farmland, unrestricted free travel, and personal immunity against religious persecution.

During World War Two Hitler invaded Hungary and the Hungarian

Government went into exile. When the Nazis shipped the Jews out of Hungary, Feldmann waved his immunity to go with his wife and his children (Larry was already in the United States). They were shipped to a concentration camp and the elder Feldmann died on the way. The rest of the family, Larry learned later, perished in Hitler's ovens.

After the close of World War Two, Hungary became a Russian satellite, and the Government in exile remained in exile.

In 1948 Larry, now an American Citizen, returned to Hungary to settle his father's estate. The Russian dominated government acknowledged Larry as the rightful heir and even transferred title of the land to him. There was only one catch. If he wanted to benefit from this transaction he would have to remain in Hungary.

Larry had learned to like the USA land of freedom and didn't think the exchange was much of a bargain. He told the government they could keep everything, all he wanted was the uniform his father had worn when he was knighted. His request was refused.

In 1962 the Hungarian Military Government in exile, now located in West Germany, informed Larry that as first-born son, he had inherited his father's title, and Larry was requested to come to Germany to be knighted. Unable to financially swing the trip, Larry was knighted

continued on page 4



Lt. Colonel Norman Fisher, Sector A Commander, inspecting document officially proclaiming Lt. Colonel Feldman (left) a Knight.

Wing-wide Communications Conference Called

Lt. Colonel A. L. Charland has scheduled a Wing-wide General Communications Conference for November 14th and 15th.

The Conference will be held in the U.S. Air Force Reserve Recovery building, at the Clearwater, St. Petersburg International Airport, target city of the recent SARDA exercise.

Col. Charland will relate developments at the recent National Board meeting and will discuss the limitations of the new frequency tolerances.

The conference will start at 0900 hours on 14 November, with a session for Sector and Group Communications Officers.

The first session of the General Conference will start at 1400 hours and will last until 1700 hours. The Conference's second session will be held Sunday, November 14th, 1000 hours to 1400 hours.

There will be a social hour (fish fry and refreshments) 1930 hours Saturday at the Dolphin Hotel, at 1006 Gulf Blvd.

CADET ACTIVITIES

by Capt. Norman W. Lund

It happened! The first time a female cadet ever won the encampment "outstanding cadet award".

Cadet 2 / Lt. Marlo Behrendt (encampment #5 Admin. services officer as acting Cadet Major) of the South Brevard Composite Squadron, received the honors at the graduation ceremonies at Tyndall AFB. From all reports Lt. Behrendt was the most surprised person there and remained in a state of shock for the rest of the day.

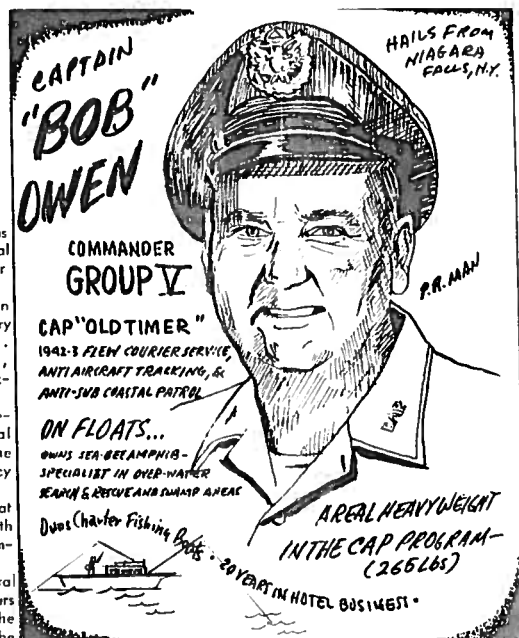
It has been reliably reported to this office that there is a new plan in the offing for encampments next year. Tentatively, there will be two encampments instead of the five we had this year. A so, the most important for cadets who wish to apply for officer positions, all officer applications will be very carefully scrutinized and those chosen will go to Tyndall one week ahead of all other cadets to attend a weeks course of officers training school.

We highly endorse this plan as, unfortunately, some cadet officers this year were not up to handling this responsibility due to lack of training by the home squadrons.

It has also been reported that the prospective encampment commanders will be Lt. Colonel Bass for encampment No. 1, and Capt. Duane Andrews for encampment 2. The senior staff has not been announced.

Lets all try to get to encampments next year! Some squadrons sent no cadets, while the top squadron sent a total of 40 cadets. We all need at least one encampment for C.O.P.'s so make plans now for next year. It will be here before you know it.

The Brevard Engineering College in conjunction with Southeast



KNOW YOUR COMMANDERS...ONE OF A SERIES

To: Lt. Ben Wakes
Subject: REDCAP 4 Oct 64

Dear Ben:

Through your medium of the Gator CAPers, I would like to thank the entire Florida Wing, not as a Senior Member but as a parent, for the maximum effort that was put into the REDCAP on 4 October 64 when the four Senior members returning from the SARDA mission crashed in the Everglades, one of them being my son.

I knew personally that many pilots and crew members went out on a Sortie in a weather condition that was not of the best. I know communications were kept on throughout the night.

Words are inadequate to express the gratitude and the thanks of Mrs. Weiser, myself, Mrs. McKenzie, Mrs. Hills and Mrs. Pike towards everyone.

Sincerely,

Melvin H. Weiser

Region CAP Headquarters, and hosted by the South Brevard Composite Squadron, programmed a whole day for the teachers of the Cape Kennedy Area. The program was designed to acquaint all educators, City officials and other key people with the outstanding work being done by the CAP Cadet Program in Aerospace Education. This meeting was well attended and enthusiastically received.

For all the newscasts, newspaper articles and other news media, many of these people were not familiar with the CAP program. This points up more than ever the need for personal contact with individuals concerning our program. In other words its up to us as individuals to TALK CAP.

The Summer is over - its back to school where we will see old friends and make new ones. Now is an excellent time to start your personal recruiting drive. So get started and good luck.

Low in COPs

COCOA---Florida has a total of 75 COP's issued for this membership year by National Headquarters. This places our Wing slightly over 50% of quota which is 140 for this year.

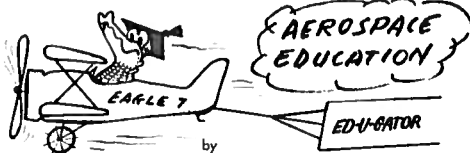
"The recently adopted Cadet Training Program has doubtless slowed production, but there is certainly no reason to abandon ship", Colonel Bass said. The Deputy for Cadets reminds all units that if Florida does not produce the remaining 65 COP's before December 31st, we will automatically lose most of our 8 Cadet slots on the ACE program. "Florida has 146 Cadets who only need one phase II achievement and possibly the Operation Countdown exam to complete all requirements for the Billy Mitchell award (COP).

"I call on each squadron and group commander to make a personal effort to obtain every possible COP in his unit. A maximum effort is needed to take us all the way to 140."

WILSON continued

that the private pilot (there were 100,000 then) had much to contribute, suggesting that small aircraft could be used for liaison work and to patrol uninhabited stretches of coastline to prevent spies and saboteurs from being landed on our beaches.

Wilson and Thomas A. Beck, Chairman of the Board of Crowell-Collier Publishing Company, prepared and presented a recommendation to President Roosevelt in April 1941, outlining the use of civil aviation resources on a national front. Working with the advice and support of some of America's leading aviators, Wilson whipped the program into semi-final shape, and in October 1941, went to Washington as CAP's first executive officer to work out the final details. General "Hap" Arnold and his board of officers approved the plan, and on December 1, 1941, the official announcement that gave birth to CAP was made.



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT... If an earth orbiting spacecraft has an altitude of 22,300 miles, its speed must be about 6,800 mph to match the 1,040 mph rotation speed of the earth. Under such conditions the spacecraft travels in a "synchronous orbit" and appears stationary in the sky.

To check out a flight crew in a large jet airliner costs an airline about \$40,000 per flight check.

Aviation got its first big boost in Alaska about 1935 when Alaskan airplane operators under bid dog teams for the job of transporting the U.S. mail.

Airline stewards on long range flights over the North Pole know how to shoot seal, serve it for a meal, and build an igloo. Building an igloo is one of the safety tests the cabin crew must pass in order to qualify for flight over the polar regions.

The total cost of the present NASA space program amounts to about 50 cents per week per U.S. Citizen.

Centrifugal force acting on one ounce of tread on a 30-inch aircraft tire landing at 100 mph creates a force equal to 500 g's. At 200 mph, the force rises to 2,000 g's.

WALK, DRIVE, OR FLY? Most people regard walking as the least expensive way to get anywhere. Actually, the Boeing Company says walking can be the costliest.

For example, a trip from New York to Los Angeles involves approximately 3,000 miles by road. A good hiker could average 20 miles per day including rough going over mountain passes. At this pace he could make the trip in 150 days. If he stayed at second rate motels and chose his restaurants carefully, he might get by for \$10 a day -- or \$1,500 for the entire journey, not including shoe repairs, new shoes, foot powder and chiropodists' bills.

The same trip by automobile would take about five days and cost approximately \$300. But, the least expensive way to cross the continent (least expensive in both time and money) is by jet airliner. The cost - \$152.35 and five hours of time - with food and refreshments included.

NOTHING FOR MALE CADETS TO CROW ABOUT! A spaceflight research study has found that hens are seven times less affected by "long term acceleration" than are roosters.



Cadet Captain Paul S. Holloway, left, cadet commander of Homestead AFB Cadet Squadron questions Major Paul Kault, right, leader of the Thunderbirds, about team pilot qualifications and team activities.

KNIGHTCAP... (continued)

in proxy in a ceremony held on September 21, 1964.

Should the Government in exile ever return to power, all the land and privileges would revert to Larry and he would be a wealthy man. Asked if he would return

Hungary to claim his wealth, if this should ever happen, Larry replied, "I wouldn't change all the wealth in China (or Hungary) for the piece of paper that has made me the one thing I'm proudest of, being a plain, everyday American."

OHI ---THOSE "GATOR CAPERS!"

The Sonic boom from jet planes breaking the sound barrier gets an enthusiastic response from the bull alligators in the Everglades.

Naturalists speculate that the boom from the plane is on the same frequency as the alligator's mating roar; the 'gators mistake the boom for a challenging male and boom back, causing others to get into the act, and so on until the swamp is in an uproar.

(-AP-)

RENEW NOW !!!

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10 Tips

What with the new unit arrangement within the Wing, looks like we'll have a few more IO's. Those who are new let's start off with a bang. The cadet squadrons are ready to start a new year. Let's hear about YOUR activities.

Have you got a recruiting drive on or about to have one? Let your LOCAL newspapers, radio stations TV stations know about it. Try to get on a radio or TV program to tell the public about CAP and what we have to offer teenagers and adults.

A WORD ABOUT WING NEWS RELEASES. These semi-monthly stories are not slated for the big city dailies. Use them for your weekly papers and local columns. Don't just send them in as written. Fill in the blank spaces with the appropriate names of your squadron members. Put in your local dateline when you can and cross out the typed dateline. If some of your members did something noteworthy pertaining to the story, type out another paragraph or two on white paper and paste it on the news release.

A word about Form 19 and Form 19A. DON'T write Wing Headquarters for these forms... order them from National on Form 8 (see CAPR 900-1). CAPM 900-2 may also be ordered from National. DON'T staple your Form 19's to your back up material!!! DON'T punch out the top space numbered 1 through 20. DO punch out your unit charter number at the left side of the card. DO fill out a narrative Form 19A with every report! DON'T write "negative report" across the IBM card or Form 19A! DO be sure you attach back up material for everything you claim! DO send in back up material and DO get your report in on time... and DON'T send your IO report direct to National Headquarters!! Any questions? Send them to the IO Corner and we'll see that you get the answers!

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PROMOTIONS

The following personnel promotions were recorded at Florida Wing during the month of August:

TO MAJOR		
Rawls, W.D.	Group 9 Chalker, E.B.	Group 9
Perry, H.A.	Group 6	
TO CAPTAIN		
Wall, Nell	Group 8 Hamel, J.D.	Group 14
Arpin, J.P.	Group 16 Carlson, J.N.	HAL
Slopa, H.	PIF Haynes, A.E.	Group 5
Ruppert, W.	DAB	
TO 1st/LT.		
McGuire, E.	MAR Foster, C.P.	CBF
Bass, Joan	FWG Johns, R.E.	SJR
Basso, M.S.	HFB McLaughan, D.	CAN
Vaughan, A.R.	Group 5	
TO 2nd/LT.		
Gauthier, S.J.	HAL Campbell, W.G.	Group 3
Denman, C.R.	CBV Proctor, C.R.	CAN
Shore, W.T.	DEL	

A new roster of units, commanders and addresses is being printed now, and will be in the mail to all units soon.

Ray L. Kraemer
D/Adm.



N. Dade Cadet Sq. Hosts "Summer's End" Party for Miami Area Cadets. Summer's end or winter's start... the reason was less important than the desire to have a party, so the boys and girls got together at the home of Cadette Debbie Steinberg for cokes, barbeque, and dancing under the stars. Even the seniors had a good time!!

A HAPPY 23RD BIRTHDAY TO C.A.P.

Throughout the Nation, Civil Air Patrol celebrated CAP's birthday with impressive ceremonies... military balls... and awards.

Twenty-three years old this month, CAP has, over the years, been molded into one of the largest civilian forces, trained and dedicated to the savings of lives, and the education of American youth to the importance of Air Power in the Nation's defense and progress.

From that summer in 1944 when Cadets attended their first encampment to the present, the Cadet program has grown and matured to the point where many public and private schools are using the CAP cadet training program as part of the curriculum. Many CAP youngsters who reached maturity and achieved prominence in civic and military affairs attribute their success in great part to the training and experiences received as members of CAP.

In Florida CAP has played an exceptionally important part in the National Defense. Back in March 1942 Major Ike Vermilio and a handful of dedicated pilots, mechanics and communicators, opened the nation's third experimental CAP base at the small municipal airport just outside of Lantana. Here, the 'old man's branch of the service' flew the hazardous coastal patrol, searching for survivors of allied ships sunk by German U Boats, spotting U Boats as they roamed the Florida Coastline, and even dropping home made bombs on them.

One of the original 'handful' was Colonel Zack Mosley, creator of 'Smilin' Jack' who by word, picture and deed has been one of CAP's greatest exponents for the 23 years CAP has been in existence.

Florida's CAP "originals" have filled the pages of history with deeds as heroic as any ever performed in the defense of America and the American way of life.

In the years since the end of World War II, CAP in Florida has concentrated on the Cadet program and Search and Rescue work. Here too, the Wing has built an enviable record. Now, 23 years older, some of those same 'citizen soldiers' are still with us. They have devoted half a lifetime to the program. Their efforts have helped the Florida Wing to become the Number ONE Wing in the Nation.

Grp. 12 GETS NEW BOSS

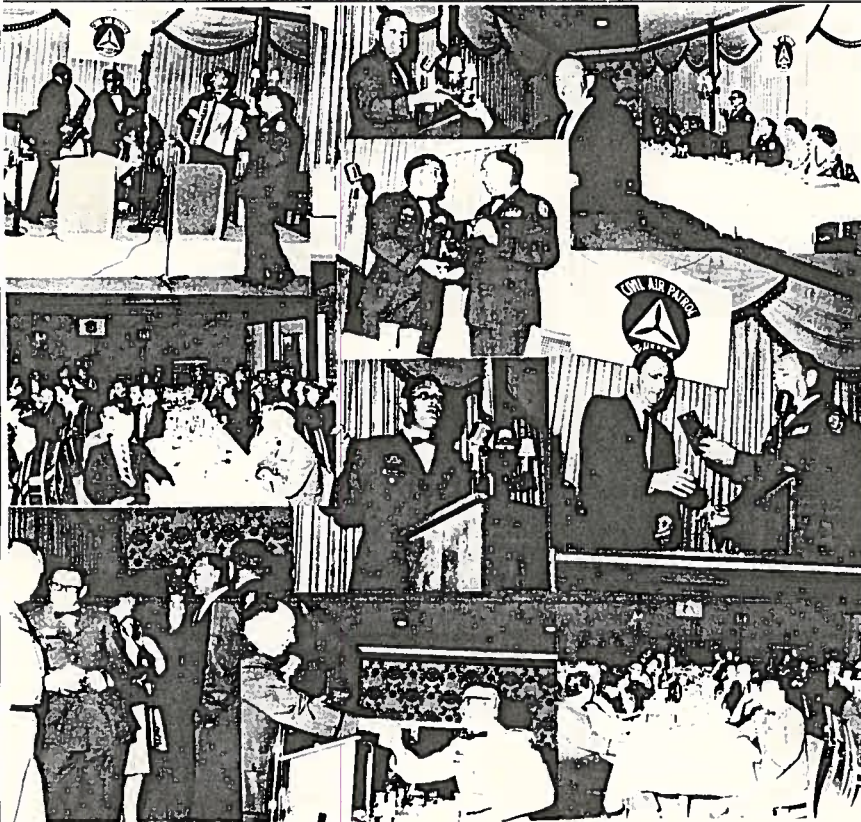
JACKSONVILLE--Lt. Colonel Otis L. Phillips, Commander of Sector C announces the appointment of 1/Lt. William Breeze as the new commander of Group 12, with its Headquarters in Gainesville.

Lt. Breeze has served a tour as the Commander of the Gainesville Cadet Squadron and was a former Cadet prior to joining the Senior program five years ago. Captain Duane Andrews, former Group 12 Commander joins Wing Staff as the Director of Plans and Programs, and will serve as advisor to the new



VOL. 5, NO. XI

DECEMBER 1964



National Unit Citation Awarded to Group 1

MIAMI---Colonel duPont presented the coveted National Unit Citation Award to the Commander of Southeast Florida Group 1 at the annual Sector A Military Ball on December 4th.

The award goes to Group 1 and all its affiliate units from 1 January 1960 to 27 August 1964 for their tremendous expansion of the CAP program in south Florida during the past four years and for their outstanding public service during the time of the National Disaster when seven hurricanes hit south Florida in that time period.

The Unit Citation is a streamer in the form of a dark green ribbon affixed to the top of the unit flag and is worn by all members of the unit. Those CAP members who were members of the Southeast Florida Group 1 complex from 1960 until 1964 may wear the ribbon permanently.

Those members who joined the Southeast Florida Group 1 and its subordinate units after 27 August 1964 may wear the ribbon only as long as they remain members of one of these units. Should they leave CAP in Group 1 they then remove the ribbon. National Headquarters Personnel Action Number 95 dated 23 November authorizes the award; Florida Wing Personnel Action Number 64M6 denotes which Florida Wing chartered units are entitled to the award.

WING PLANS 2nd STATEWIDE MEETING

ORLANDO AFB---Wing Headquarters has announced the plans for the second annual statewide meeting to be held the weekend of the 16th and 17th of January at the Robert Meyer Hotel in Orlando. This year's meeting has been greatly expanded from the statewide cadet meeting and Special Activities Selection Board than it was last year. This year will be made up of thirteen separate section meetings.

Colonel duPont said that he hopes to have 400 Florida Wing members attend this meeting which will be highlighted by the address to be given by the CAP National Commander, Colonel Joe L. Mason, at the Awards Banquet to be held Saturday night 16 January. The annual Military Ball will be held immediately after the banquet and will be open to all CAP members, senior and cadet.

Wing Headquarters is sending a complete set of announcement letters giving full details of the 13 meetings to all units in the Dec-

embered to all units, but some of the key meetings are as follows: all Unit Information Officers, all Unit Operations Officers, all Cadet Squadron Commanders and Composite Squadron Deputy Commanders for Cadets, all Unit Chaplains, all Group Inspectors, all Unit Aerospace Education Officers, all Group Commanders, Cadet Advisory Council and several others.

USAF airlift is available from eight cities in Florida and the Airplanes will leave about 0600 Saturday morning and will return from Orlando at about 1100 on Sunday morning. Bus Transportation will be furnished from Orlando airport to the hotel and back.

Any cadet wishing to go to this weekend who is not included as part of the Cadet Special Activities Program must pay the same \$12.00 package price which is all inclusive. Those requests from cadets who are not part of the evaluation must be processed through Colonel Bass in Cocoa. Those cadets will be per-

Sector A Celebrates CAP Birthday

More than 200 people attended the Sector A Military Ball and awards banquet held on December 4th at the Miami Shores Country Club.

The affair, hosted by Miami Squadron 1, was one of those rare dinner dances where the dinner was delicious, the dancing divine, and the speakers... well, they were smart enough not to make any long speeches.

There were presentations (what would an awards banquet be without them?) and the awards went to such outstanding people as Sector Commander Lt. Colonel Norman Fisher for his outstanding service to CAP; to Lt. Colonel William Summerson for the wonderful job he has done with communications; to Major Don Cunningham for his efficient handling of Search and Rescue missions; and to Lt. Forrest Rand for an outstanding public relations job which resulted in much publicity and good will for all of CAP.

Present among the many nota-

2 Receive Meritorious Service Awards

TALLAHASSEE--Colonel duPont made the formal presentation of the Meritorious Service Award in behalf of the National Commander during the recent Group Commanders call of Sector C.

Captain Paul Kerr, Commander of Group 4, received the award for his duty as the Commander of Group 4 for the past two years and the Pensacola Composite Squadron two years before assuming command of the westernmost group of the wing. Col. duPont said during his past four years Capt. Kerr changed the

'Gator CAPers Florida Wing Civil Air Patrol

Published monthly by Florida Wing, CAP, Orlando AFB, Orlando, Fla.
EDITORIAL OFFICES: Box 48-246, Miami, Florida. Address all copy to - Editor, Gator CAPers. Advertising rates upon request.
Note to contributors: Material must be typewritten on 8 x 10" white paper, one side, double spaced. Photographs and material cannot be returned. Deadline - 15th of month preceding publication.

WING COMMANDER.....Col. S.H. duPont, Jr.
DEPUTY FOR INFORMATION/EDITOR.....Capt. Ben A. Wakes
MANAGING EDITOR.....Capt. Toni Wakes
DIRECTOR OF NEWS SERVICES.....1/Lt. Bud Jenkins

VOL. 5, NO. XI

DECEMBER 1964

The First Earhart Award Presented

GAINESVILLE ---- The First Earhart Award has been presented in the Florida Wing. Tuesday, 3 November, saw its presentation to C/Lt. Colonel Richard A. Woodworth, Group 12. Making the presentation at the regular meeting of the Gainesville Cadet Squadron, was CWO James B. Cogswell, Deputy Commander, Group 12. Cogswell praised Cadet Woodworth's work in the accelerated Phase III program which enabled him to qualify for the award in the first five weeks of the past cycle.



CWO James Cogswell, presenting award to Richard A. Woodworth, first CAP Cadet Lt. Colonel in Florida.

is presently chairman of the Group 12 Advisory Council.

Cadet Woodworth is Commander of AFOTC Billy Mitchell Drill Team at the University of Florida as a C/1st Lt., and is a Junior major in Business Administration.

Along with presenting the award, CWO Cogswell promoted him to C/Lt. Colonel, making him the first cadet qualified to hold the rank in the Florida Wing.

det commander Mattox, Deputy Commander for Cadets SWO Gerald Arenberg and Group 14 Director for Cadets 2/Lt. H.M. Place III, through arrangements with the hospital, presented Mrs. Place with her award in special ceremonies at her bedside. The squadron also gave Mrs. Place a citation announcing every year there would be a "Marge Place Service Award" to be presented to the most outstanding cadet for a free summer encampment.

Also, 2/Lt. H. M. Place III recently appointed Group 14 director for cadets was presented a special certificate. Place, as a group officer attends local cadet meetings only by invitation. As a result, the local cadet staff made Place a lifetime member of the cadet staff, thus entitling him to attend all cadet functions.

Mother and Son Receive Awards Same Night

VENICE---Two special awards were presented at the awards night ceremony, August 27th. Mrs. Marge Place, senior information officer was promoted to Warrant Officer and a citation commending her on her outstanding work in public relations from Colonel duPont was read. Mrs. Place was confined to the hospital so following the meeting Lt. DeBaltz, news media, ca-

Cadets Make Memorial Hike

Civil Air Patrol Cadets of North Broward Group 16 commemorated the memory of the late President John F. Kennedy on November 22nd, the date of his assassination, by completing a 50 mile hike in conjunction with the late President's physical fitness program.

The march, led by Captain Earl Baldwin and Cadet 1/Lt. Chris Carpenter, originated at US #1, 5 miles north of West Palm Beach and terminated at the US #1, 5 miles south of West Palm Beach.

Fire Fighting Training Comes In Handy

VENICE---Mark Stires, cadet information officer for the Venice Composite Squadron, moved an automobile from a burning carport and saved the vehicle while the fire department was enroute to quell the blaze.

Stires, age 14, has had training in fire fighting and rescue work in his squadron. He spotted the fire

Girls Re-enact Iwo Jima Flag Raising

ELLIOTT KEY----In the early morning hours of November 7th, 55 females, in full battle dress, stormed the beach of 'Iwo Jima' in true combat fashion. They streamed from landing ducks and their battle cries could be heard for miles.

An invasion? War Games? No... this was a unique pageant put on by 55 CAP cadettes commemorating one of the most heroic moments in American history... and playing tribute to the marines who made the supreme sacrifice.

This winter marks the 20th anniversary of the raising of the flag at Mount Suribachi - a scene indelibly etched in the minds and hearts of every American old enough to remember. In South Florida 55 girls decided to pay homage to this event that happened before any of them were born.

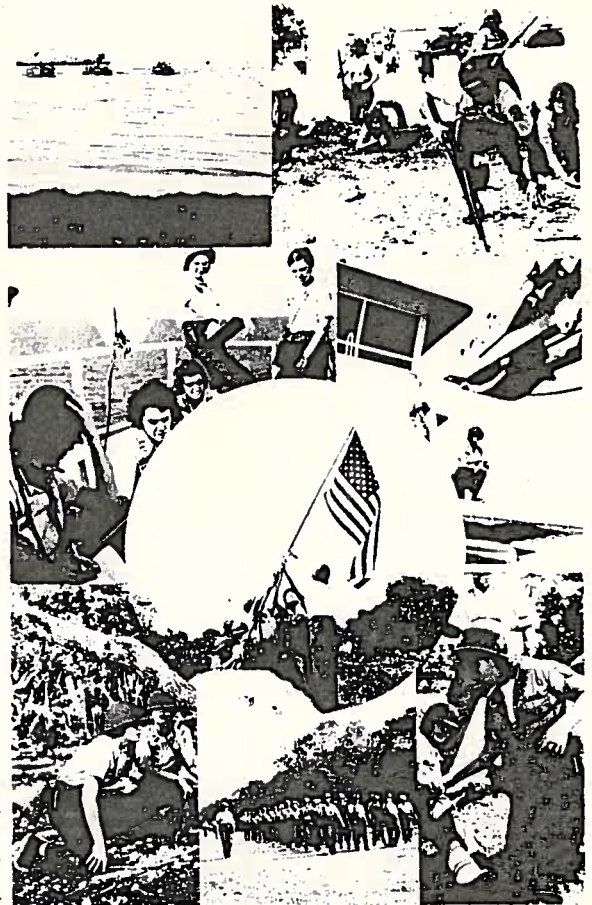
The female cadets of CAP Group 22 wanted to do something different. They wanted to turn a mere bivouac into a significant event, and they felt that the re-enactment of the taking of Iwo Jima was just the way to do it. Many seniors agreed and offered to help.

Ray Ruzycski, Group 22 Information Officer, offered to spearhead the project. He and Lt. Dale Hester, Commander of the Benjamin Franklin Cadet Squadron (a Marine Reservist and veteran of the Korean War) mapped out a program that would combine pageantry with patriotism, and at the same time, provide practice in communications first aid, and teamwork. The site chosen for the landing was Elliott Key, an island just off the coast of Homestead.

As word of the project spread, other service organizations offered their help. The Coast Guard made available the cutter "Anvil" to transport the girls and their gear to the island; naval cadets offered to help with the loading and unloading; a Marine Reserve unit donated the use of belts, helmets and battle gear; and National Guard provided a convoy of trucks; and the Florida State Flood Control and Dade County Water Control supplied the amphibious landing craft.

Rehearsals started four weeks before the planned "invasion". The girls appointed Lt. Hester as their Operations Officer and Mr. Ruzycski as Project Officer. Lt. Hester's organizational chart called for a Division Staff, a Battalion Staff and two Companies "Alpha" and "Bravo". Cadet Jacques Earle of the Miami All Girls Squadron, was chosen Division Commander. Cadet Mary Ruzycski, of the North Dade Girls Squadron was chosen Battalion Commander. Cadet Judy Turner, Hialeah Cadet Squadron and Cadet Patty Marshall, Benjamin Franklin Squadron, each commanded a company.

The plan of operations called for the split - second timing of a Broadway stage production. Much thought and planning went into the costuming and props. The girls wan-



D-day found the girls ready. As the cutter made its way to rendezvous point with the landing ducks, the cadettes and the 20 seniors accompanying them, went over the plans point by point. Captain Sumner Cohen, Commander of the Miami Aerospace Medical Squadron and Medical Officer for the project, briefed the 'medics' on battle first aid; Capt. Kay Cunningham, Logistics Officer, chose her Mess Officers and firmed the billeting plans; cadet Communications Officers practiced with walkie-talkies; and the 'staff' poured over maps of the island.

When the time came, the girls hit the beach knee deep in water and with a fierceness not usually associated with the 'gentle' sex. With surprising deftness they crawled their way from objective to objective, at times quiet as mice, at other times screaming at the tops of their lungs, as photographers, TV cameramen and reporters milled around them clicking shutters and flashing bulbs... and finally, the final objective and the crowning glory... they raised the flag on a small man-made 'mountain'.

Mission accomplished, the girls set up the field kitchen, pup-tents, and sanitation facilities. The seniors watched and supervised, but the girls did it all themselves.

That evening the girls held their critique -- they were more critical of themselves than any senior evaluators might have been. By 9 PM the girls and their female escorts retired to the bivouac area and collapsed... exhausted, but happy.

Reveille came much too soon for the seniors. (At 5AM). They stumbled around rubbing the sleep from their eyes while the girls were busy

ting Chaplain, read the actual prayer spoken by the chaplain at the memorial service on Iwo Jima 20 years ago. The girls closed the service with a reverent rendition of The Lord's Prayer.

The pageant was ended... a tribute had been paid... CAP member Lt. Colonel Melvin Weiser, who as a Marine, was part of the Iwo Jima invasion, summed up the efforts of the 55 girls...

"I have a feeling," he said, "that the Marines who gave their lives at Iwo Jima were watching this pageant... and liked what they saw."

All Girl Squadron Gets Charter

Veterans Day 1964, had a special meaning to the 33 young ladies of the newest All Girls Squadron in the Florida Wing.

Commemorating this solemn day the Squadron participated in their local Veterans Day parade. At 1900 hours with appropriate ceremonies, Major Walter Leech, the Group 22 Commander, presented the squadron with their newly acquired charter.

In the North Miami National Guard Armory in an atmosphere of military tradition among the flags of our Florida Units, Captain Kay Cunningham, Squadron Commander, opened the meeting with a welcome to the guests and parents of the cadettes. Father Hudak, Squadron Chaplain, offered a prayer for our war dead and asked a blessing for the success of the squadron. The Honorable E. J. Gissendanner, Mayor of North Miami, welcomed the squadron to their headquarters with praise for the CAP and their contribution to the welfare of the Com-

Dear Colonel duPont:

The 1964 Civil Air Patrol - TB Association state-wide project for officially open the Christmas Seal Campaign in Florida now is another chapter in history. And, again for the fourth year, we want to express our very sincere appreciation to you and all the CAP personnel for their tremendous support of this program.

On behalf of the Florida Tuberculosis and Respiratory Disease Association and its affiliates, please accept our thanks to you and all those in your command who participated in the 1964 airlift. It represents a truly impressive community service on the part of the Civil Air Patrol and is a real contribution in the fight against TB and other respiratory diseases.

Cordially,
Mrs. Marie Kelly



Herlong Field, Jacksonville --- The 1964 Christmas Seal Campaign in Florida was opened on November 15th, with a statewide airlift of giant greeting cards flown by the Civil Air Patrol to the state Tuberculosis hospitals for delivery to the patients. State and local TB Association representatives participating in the flight from Herlong Field to Tampa and Tallahassee were (left to right) Wright Hollingsworth, State Advisory Director; Reese R. Bohm, State Treasurer; Lee Miller, Member of the northeast Florida Area Association Board; Mrs. Marie Kelley, State Public Relations Consultant; Mrs. W. Hugh Mathews, Duval County Chairman. On the far right is George Seig, senior CAP member, who piloted one of the planes.

Fla. Wing Still Leads Nation in IO Evaluation

ELLINGTON AFB--The Florida Wing still leads the Nation in the 1964 Information Program Evaluation, according to the latest National Headquarters Information Program IBM statistics. Florida remains on the top of the list of Wings with a percentage of effectiveness of 75.6%.

The Maine Wing is in second place with a percentage of 61.4%. Maryland is third followed by Delaware in fourth place. Florida increased its margin slightly over the figures at the end of the second quarter, when we led by a small 4% margin over Maine.

The Ben Franklin Cadet Squadron remained as the fourth best squadron in the Nation at the end of the third quarter of 1964, while the Jacksonville Search & Rescue Squadron advanced from tenth best up to sixth place during the past three months.

NEW SMYRNA BEACH---Cadets Ervin Armlin, Wayne Wolf, Jerlinda Frye, Marie Maire, Robert Mercer and James Roberts of the New Smyrna Beach Composite Squadron, assisted T/Sgt. Paul E.

2146 Cadets Graduate Summer Camps

MIAMI---Wing Headquarters has just announced that 2,146 Cadets of the Florida Wing have been graduated from the USAF Summer Encampment Program during the past five years. During these five years, a total of 11 encampments were held at various bases including Homestead, Orlando, Eglin and Tyndall AFB with five being held this past summer.

In 1960, Florida graduated only 221 cadets, while 764 were graduated during this summer of 1964. This marks a tremendous step forward in Encampment Training as well as Cadet Officer Training for implementation at the home unit.

Florida graduated the highest number of Cadets during the five year period according to National Headquarters and has graduated the most Cadets every year for the past two years in a row.

Tyndall Air Force Base has been selected for the sight of the 1965 Summer Encampment Program. The exact dates are as yet unknown, but it is expected that Florida will hold three Encampments totaling 1,200 Cadets for the year, and it is hoped that the Encampments will

Thunderbirds at Homestead

HOMESTEAD AFB--CAP members of two cadet squadrons in Group 10 were honored by a visit from the Thunderbirds, the official USAF aerial demonstration team. Major Edwin Palmgren, Commander of the team, and Major Paul Kauttu, their leader, spoke to a combined assembly of cadets and senior members of the Homestead AFB and Cutler cadet squadrons during the weekly meeting of the Cutler Unit.

Lt. Colonel John T. Ball Jr., Group 10 Commander, a college classmate and long-time friend of Major Palmgren, introduced the world famous jet acrobatic team. The Thunderbird's senior team members spoke on the history of the demonstration team, the qualifications required to become a member, and the methods used in selecting the pilots who display the capabilities of a standard USAF jet fighter plane to people throughout the world. Two color films of the Thunderbird's air shows in Latin-American and Far East countries were shown.

The Thunderbirds performed before an audience of an estimated 20,000 persons at an open house for the public at nearby Homestead AFB and many CAP members from Group 10 and other Miami area units were on hand to see the exhibition.

Lt Col Arnold Honored by Newspaper

FT. PIERCE---Lt. Colonel Barbara Arnold, first woman to command a CAP Group in Florida, received the Fort Pierce News-Tribune Community Service Award.

She was selected by a panel of three jurists--Circuit Judge Wallace Sample, County Judge J.M. Sample and City Judge Royce Lewis. "We feel," the judges said, "that her efforts with CAP should be recognized for the outstanding work that she and the Civil Air Patrol are doing".

Col. Arnold is the fourth woman to win the Community Service award since the newspaper created the award in 1960. She was chosen from among seven candidates for the award, all nominated by local civic and fraternal groups.



Rev. Donis D. Patterson

VENICE---Ohio born Rev. Donis D. Patterson has joined the Venice Squadron as their Chaplain. Rev. Patterson is presently a chaplain in the US Army Reserve holding the rank of Captain. He is the priest at St. Mark's Episcopal Church in Venice.

Rev. Patterson is a former district chairman for the Boy Scouts, Rotary Club and American Legion

Lt Col JOHN BALL JR. COMMANDER GROUP 10

Joined CAP in '61

FORMER COMMANDER OF HOMESTEAD AFB CADET SQ.

WAS
B-29 CREW
FLIGHT ENGINEER

PILOT-
AIRCRAFT OWNER

BACHELOR-MECHANICAL ENGINEERING
Member AMERICAN INSTITUTE OF
AERONAUTICS & ASTRONAUTICS

MAJOR USAF STAFF AIRCRAFT
PERFORMANCE OFFICE



HOBBIES-
GOLF, BOWLING,
SWIMMING,
SKIING!

KNOW YOUR COMMANDERS...ONE OF A SERIES

43 COP's Still Needed

COCOA---The Florida Wing now has a total of 97 Certificates of Proficiency, or Billy Mitchell Awards as they are now known. This figure compares with 116 that were produced during the year 1963 but leaves us 43 short of reaching our 1964 quota of 140.

Each Sector recently held a Group Commanders Call during which time a detailed presentation was made by the Deputy for Cadets office showing which squadrons in all of the Groups had Cadets who could still complete the full requirements for their COP's before the end of the year. This list was given to all Group Commanders in sufficient copies to pass down to the squadrons so that an extensive campaign can be started to make up the deficiency before the end of the year.

Col. duPont pointed out to the Group Commanders assembled at the Sector meetings, that Florida would lose most of its eight IACE nomination positions unless they buckled down and obtained the remaining 43 COP's and processed them through Wing Headquarters prior to the end of December.

According to Wing records, there are 147 Cadets who can obtain their COP's by the end of December by taking make-up examinations for Phase II subjects that they have failed to pass during the regular cycles this year. Each of the Group Commanders was asked to give top priority to accomplish this remaining goal.

90% Attendance

JACKSONVILLE---Forty five members of the Jacksonville Cadet Squadron attended a three day bivouac at Keystone Heights Crystal Lake over the Labor Day weekend. This was approximately ninety percent of the squadron enrollment. Activities included drill and



Miss Hattie Milam - 10 for Miami Beach Optimist Cadet Squadron.

MIAMI BEACH---For more than 12 years Hattie Milam has been a volunteer hostess at the Stage Door Canteen, Miami Beach Serviceman's Center. Last month the center honored her for her outstanding service.

Miss Milam, Information Officer for the Miami Beach Optimist Cadet Squadron, has been active in the civic affairs ever since she came to Miami Beach from Virginia 22 years ago.

2nd Meeting

(Continued from page 1)

Tickets for the Second Annual Awards Banquet will cost \$5.00 per person for the seniors and are available at this time from the Miami office. Squadrons are asked to make their checks payable to Florida Wing CAP and send them to Miami Post Office Box 48-246, Miami Florida 33148. There will be very few tickets left for purchase at the Conference Registration in Orlando during the weekend. Please purchase your tickets early by mail from Miami.

Each Squadron Commander is asked to be sure that his unit is adequately represented during this

MERRY CHRISTMAS

From the CAPers Staff



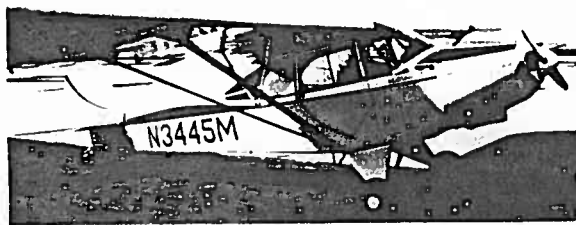
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NEW SMYRNA BEACH, FLA.



1st Lt. Kenneth Kipnis, Commander Miami Beach Optimist Cadet Squadron shown receiving the proclamation for the City of Miami Beach from Mayor Melvin J. Richard, which proclaims December 1st through December 7th as Civil Air Patrol Week. The Mayor has set aside this week for the celebration of the 23rd anniversary of Civil Air Patrol.



Hollywood Senior Squadron's newly purchased Piper PA-12 will be flown on "Sunset Patrol".

SQUADRON CONDUCTS SPECIAL PHASE II TRAINING PROGRAM

JACKSONVILLE---The Jacksonville Search & Rescue Squadron has completed a special project in the form of a Phase II training program conducted for the entire unit. Two-hour periods of study and instruction were held, and the end of which the Phase II tests were given the squadron members. Instruction was under the direction of the squadron's Administrative Services Officer, Captain Blackburn Hall.

tory Phase II requirements as soon as possible. By conducting periods of study and instruction for the entire squadron we increased the value of the training program and at the same time made it as convenient for the individual members as possible. I can strongly recommend this method of completing the program of Phase II for a CAP unit".

When certificates of satisfactory completion are received from the squadron members, they will



Central Miami Cadet Squadron proudly displays its new mascot, a South American Falcon. Cadel Tony Buholtz, who is in charge of training the bird, claims it will eat out of his hand... and leave the fingers!

HO... HO... HO !

Meritorious Service Award

(Continued from page 1)

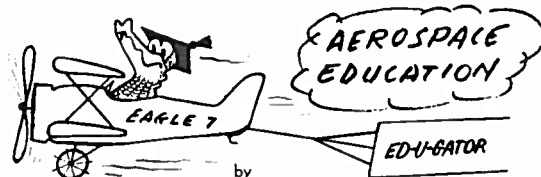
Lt. Colonel Otis Phillips, Sector C Commander and former Group 2 Commander, received his award for extreme dedication to duty during the past six years, most of which were spent as the Group 2 Commander in Jacksonville. Col. duPont read from the citation, "Colonel Phillips exemplifies the dedicated CAP leaders in that during the four year tour as Group Commander, he tripled the number of members and chartered units in northeast Florida".

Col. duPont went on, "Both of these men make up the section of extremely dedicated officers that really make the Florida Wing go. These are the type of men whom we all can be justly proud to have in our organization".

New Commander Venice Comp Sq.

VENICE---1st Lt. John DeBaltz, Commander of the Venice Composite Squadron, has been promoted to Group 14 staff.

Succeeding Lt. DeBaltz will be Captain Frank Fallon Jr. Fallon is active in many civic activities and has received the U.S. Chamber of Commerce Distinguished Service



by
Major James W. Sanderson
Wing Deputy for Phase Fun and
Aerospace Education...

DID YOU KNOW THAT... a sonic boom is a strong pressure wave through the air created by an aircraft moving at or above the speed of sound. The swift-moving craft compresses molecules of air through which it is moving. The pressure wave, or boom wave, that results from this compression propagates from the plane much as ripples emanate from a rock thrown into a still pond. The waves form in two cones extending back from the nose and tail of the plane. The waves often reach the ground in the form of noise. How loud this noise, depends on the strength of the pressure wave propagated from the airplane. Strong waves produce a loud noise. Lesser waves produce low noise levels. The standard measurement for the strength of the waves is "overpressure", the wave's pressure in pounds per square foot above normal atmospheric pressure. The strength of a wave when it reaches the surface of the earth is dependent on a number of variable factors, but by rule of thumb the smaller the boom. The U. S. Government is the biggest single customer of one US major airline. About one-eighth of its entire income comes from the Federal Government for transportation mainly (1) military personnel, (2) air mail, and (3) State Department employees on overseas assignments. The radio transmitter aboard the Mariner spacecraft which flew past the planet Venus in December 1962 sent messages back to earth from a distance of almost 54 million miles. The radio operated on three watts, the equivalent of the power needed for parking lights of an automobile. The first woman pilot in the US, Blanch Stuart Scott, who flew alone on September 6, 1919, said "I don't think women will ever be commercial pilots, the public won't accept them". Yours truly doesn't agree. Let's start educating the public. What about statistics that woman drivers have fewer accidents.

National Takes Over Swaggers

Upon the death of Joseph Schwager, Swaggers Military Supplies, long time CAPers advertiser, was taken over by National Department Store, also located in Salt Lake City.

National Department Store has specialized in uniforms and insignia since 1922. The business, started by Major Jack M. Tannenbaum, Q.M.C., A.U.S. (Ret.) is now run by his two sons Ira and Ralph.

In a letter to Gator CAPers, Ralph Tannenbaum said, "The CAP customer is a welcomed addition

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